

To enrich lives through effective and caring service



Santos H. Kreimann

Director

Kerry Silverstrom Chief Deputy

April 2, 2009

TO:

Small Craft Harbor Commission

FROM:

Santos H. Kreimann, Director

SUBJECT:

SMALL CRAFT HARBOR COMMISSION AGENDA FOR

APRIL 8, 2009

Enclosed is the April 8, 2009 meeting agenda, together with the minutes from your meeting of March 11, 2009. Also enclosed are reports related to Agenda Items 3a, 3b, 4a, 5a, 5b and 6a.

Please feel free to call me at (310) 305-9522 if you have any questions or need additional information in advance of the meeting.

SHK:ks **Enclosures**



To enrich lives through effective and caring service



Santos H. Kreimann

Director

Kerry Silverstrom Chief Deputy

SMALL CRAFT HARBOR COMMISSION **AGENDA APRIL 8, 2009** 9:30 A.M.

BURTON W. CHACE PARK COMMUNITY ROOM 13650 MINDANAO WAY **MARINA DEL REY, CA 90292**

- 1. Call to Order and Pledge of Allegiance
- Approval of Minutes: Meeting of March 11, 2009 2.

3. REGULAR REPORTS

Marina Sheriff a.

(DISCUSS REPORTS)

- Crime Statistics
- Enforcement of Seaworthy & Liveaboard Sections of the Harbor Ordinance with Liveaboard Permit **Percentages**
- Marina del Rey and Beach Special Events b.

(DISCUSS REPORT)

4. **OLD BUSINESS**

Follow-Up re Marina del Rey Slip Sizing a. Study and Slip Pricing and Vacancy Study (DISCUSS REPORTS)

5. **NEW BUSINESS**

Election of Commission Officers a.

(ACTION REQUIRED)

b. Oxford Retention Basin Flood Protection Multiuse Enhancement Project

(PRESENTATION)

STAFF REPORTS 6.

(DISCUSS REPORT)

- **Ongoing Activities** a.
 - Board Actions on Items Relating to Marina del Rey
 - Regional Planning Commission's Calendar
 - Dredging Update
 - Venice Pumping Plant Dual Force Main Project Update
 - Redevelopment Project Status Report
 - Unlawful Detainer Actions
 - Design Control Board Minutes

7. COMMUNICATION FROM THE PUBLIC

8. ADJOURNMENT

PLEASE NOTE

- 1. The Los Angeles County Board of Supervisors adopted Chapter 2.160 of the Los Angeles Code (Ord. 93-0031 ~ 2 (part), 1993, relating to lobbyists. Any person who seeks support or endorsement from the Small Craft Harbor Commission on any official action must certify that he/she is familiar with the requirements of this ordinance. A copy of the ordinance can be provided prior to the meeting and certification is to be made before or at the meeting.
- 2. The agenda will be posted on the internet and displayed at the following locations at least 72 Hours preceding the meeting date:

Department of Beaches and Harbors Website Address: http://marinadelrey.lacounty.gov

Department of Beaches and Harbors Administration Building 13837 Fiji Way Marina del Rey, CA 90292 MdR Visitors & Information Center 4701 Admiralty Way Marina del Rey, CA 90292

Burton Chace Park Community Room 13650 Mindanao Way Marina del Rey, CA 90292 Lloyd Taber-Marina del Rey Library 4533 Admiralty Way Marina del Rey, CA 90292

3. The entire agenda package and any meeting related writings or documents provided to a Majority of the Commissioners (Board members) after distribution of the agenda package, unless exempt from disclosure Pursuant to California Law, are available at the Department of Beaches and Harbors and at http://marinadelrey.lacounty.gov

Si necesita asistencia para interpreter esta informacion llame al (310) 305-9586.

ADA ACCOMODATIONS: If you require reasonable accommodations or auxiliary aids and services such as material in alternate format or a sign language interpreter, please contact the ADA (Americans with Disabilities Act) Coordinator at (310) 305-9590 (Voice) or (310) 821-1734 (TDD).

SMALL CRAFT HARBOR COMMISSION MINUTES MARCH 11, 2009 'SPECIAL EVENING MEETING'

Commissioners: Russ Lesser, Chairman; Vanessa Delgado, MPA, Vice-Chairman; Dennis Alfieri, Commissioner; Albert Landini, Ed.D. (Excused absence); Albert DeBlanc, Jr. Esq. (Excused absence)

Department of Beaches and Harbors: Santos Kreimann, Director; Paul Wong, Asset Management Division Chief; Dusty Crane, Community and Marketing Service Division Chief

County: Thomas Faughnan, Principal Deputy County Counsel; Michael Tripp, Principal Planner Special Projects.

Guest: Ron M. Noble, Noble Consultants; Allan Kotin, Allan D. Kotin and Associates

Call to Order and Pledge of Allegiance: Chairman Lesser called the meeting to order at 6:26 pm, followed by the pledge of allegiance.

Approval of Minutes: Chairman Lesser asked for a motion to approve the February 11, 2009 minutes. Vice-Chairman Delgado moved and Commissioner Alfieri seconded. The motion was unanimously approved.

Item 3 - Regular Reports:

Santos Kreimann suggested the Crime Statistics and Seaworthy Liveaboard Reports be received and filed. The Chair agreed.

John Hodenbu commented on the proliferation of illegal liveaboards in the Marina.

Santos Kreimann said he will follow-up with the Sheriff's Department and asked the community to contact Beaches and Harbors on any known illegal liveaboards.

Dusty Crane reported on the Yvonne B. Burke Park Dedication Ceremony, yacht clubs' opening day ceremonies, Marina del Rey Outdoor Adventures program, Fisherman's Village Weekend Concerts and Beach Events.

Item 5a - Approval of Concession License Agreement - Burton Chase Park:

Paul Wong reported on the Request for Proposals (RFP) for concessionaires to operate at various beaches and in the Burton Chace Park, Marina del Rey. He said only one proposal was received and it was from the current operator, Café Petra. The new license will be effective on June 1, 2009. Minimum rent was set at \$5,600 or 75% of the current rent. The initial proposed rent offered by Café Petra was \$7,100 per year and the concessionaire will be fully responsible for all maintenance and repairs.

Chairman Lesser asked for a motion to approve the award of Chace Park license to Café Petra. Vice-Chairman Delgado moved and Commissioner Alfieri seconded. The motion was unanimously approved.

Item 5b - Approval of Amendment No. 1 to Amended and Restated Lease No. 74729 - Parcel 15U (Esprit II) - Marina del Rey

Santos Kreimann reported that Amendment No. 1 to Amended and Restated Lease No. 74729 called for the Esprit II LLC to demolish all existing improvements (288 apartments and 253 slips) and construct 585 new apartment units, including 47 low-income senior units, and a new 212slip marina, which was to be completed by June 30, 2009. He stated due to the state of the economy it is impractical for the Lessee to arrange for financing and commence construction at this time. In the new amendment the Lessee has until June 30, 2013, with possible extension under certain qualifying circumstances, to complete construction. Lessee has agreed

to pay a fee of \$1,000,000 in four equal installments, increase the annual minimum rent from \$415, 272 to \$630,000, and other conditions as outline in the report.

David Barish said the County should take back the lease, requested to review the Financial Analysis for this project and commented that he feels this project is shameful.

Santos Kreimann said there were options available. The County can wait until the lease comes to term and take back the leasehold or to negotiation to extend the option and let the lessee proceed with construction now and the latter is a better option for the County.

Allan Kotin informed the commission that he did not have any documents with him at the time, but was willing to discuss the financial analysis.

Santos Kreimann said the financial analysis can be made public after the Board of Supervisors hears the matter.

Vice-Chairman Delgado asked for clarification if it was correct that there were only two scenarios available to the County.

Thomas Faughnan replied they were corrected and that the sole remedy for the County under the lease is reversion to the original term.

Carla Andrus said the lease should revert back to the original lease. She disagreed with reasons why construction has not started and stated her views on the matter.

Nancy Marino asked why the lease was not being reverted back to its original lease, commented this was negotiated in secret, and said the County should reconsider this and revert back to the original lease.

Chairman Lesser asked that Thomas Faughnan explain how contracts are negotiated and when they become public.

Thomas Faughnan said there is a process for negotiating leases and lease amendments in private in order to preserve the County's negotiation positions. The department and the County's Real Estate Negotiators receive directions from the Board in closed session. When a deal is completed the lease document is brought to the Commission for review and recommendation. It is then placed on the Board of Supervisor's agenda for consideration in open session.

Chairman Lesser asked Allan Kotin to explain the amount of money expected in a course of thirteen years and ask if he thinks the County would get more revenue if they negotiate this amendment verses reverting to the original lease.

Allan Kotin said the County would receive a minimum of three million dollars or possibly five to six million dollars over the next four years from the amendment. That includes the one million dollars payment, elimination of abatement of rent during construction, and an increase in the minimum rent.

John Nahhas said there should be public input, performance evaluations, grades and information on the developer's performance.

William Vreszk said he opposes the extension. He has a concern about the adequacy of the project's environmental impact report.

Thomas Faughnan replied that the amendment relates to economic terms. There are no different environmental impacts compared to when the projects were originally reviewed by Regional Planning.

Vice-Chairman Delgado asked when reviewing the traffic cumulative impacts and conditions does the EIR need to be updated.

Thomas Faughnan said if the developer was seeking a re-approval or approval of new entitlements then that may be the case. But we are not approving entitlements which they already have. We are just looking at economic changes in the business deal.

Helen Garrett said she does not care if it's built, but if it is does then the developer has to comply with the mellow act and provide 15% affordable housing.

Thomas Faughnan said the County's new Affordable Housing Policy is only applicable to projects that receive their entitlements after the effective date of the policy.

Commissioner Alfieri asked if there was an affordability element in the previous project Esprit I.

Thomas Faughnan stated yes each project has an affordable housing component.

Dorothy Franklin was concerned about this being extended over a period of time, quite glad to have an economist at the meeting, and asked where the money is going. She wants a master plan for Marina to show the projections, height, and density.

Chairman Lesser stated it would go to the County general fund. He also said the master plan has been discussed and the marina needs a lot of redevelopment, which is included on the master plan agenda.

Santos Kreimann said the marina does have a master plan called the Local Coastal Plan (LCP), which was prepared in 1996. It identifies entitlements to develop certain parcels in Marina del Rey and in relative terms to the general plan it is an updated document. He said Phase II part of the development plan was moving through the process, but the terms of the development and entitlement rights in Marina del Rey are no where near what we are entitled to. He stated the documents are on the website, at the meeting and that Regional Planning updates the community on development. He said due to the financial crisis it may take a little longer, but it's not in the best interest of the county to stop all development. The biggest concern is that they will miss the next business cycle, have no entitlements and won't be able to take advantage of that. Lastly, he said Marina del Rey is a 40-50 year old asset which needs to be revitalized and move forward.

Vice-Chairman Delgado asked if labor was the highest cost for this project, what the proposed scheduled will be until 2013, is the developer waiting for financing to submit plans, and the reason for not supporting reverting back to the original lease terms.

Santos Kreimann said the general idea is for a completion date of 2013 once the developer has secured the financing, which can be tolled if financing in not available. Meanwhile, the lessee does have to continue pursuing building permits. Lastly, he said he believed the asset has to be redeveloped, the marina and anchorage are in poor shapes, and an amendment is in the best interest of the county.

Commissioner Alfieri asked if the quarter of a million dollars can only be received once approval is made by the Board of Supervisors. He stated that money should be used for the marina instead of going to the general fund.

Santos Kreimann confirmed the funds will only be received after the board makes the approval. He said Supervisor Knabe was successful in proposing that revenues from Parcel 47 be retained for redevelopment of that particular anchorage and in today's budgetary realities thinks it is difficult to earmark these revenues for marina related issues. The funds have always gone to the general funds and the Board of Supervisors will decide during the budget process where that money is best spent.

Chairman Lesser asked for a motion to approve the Amendment. Vice-Chairman Delgado moved to approve and Commissioner Alfieri seconded. The motion was unanimously approved.

Item 5c - Marina del Rey Slip Sizing Study and Slip Vacancy & Pricing Study

A power point presentation on Slip Sizing Study was made by Ron M. Noble of Noble Consultants, Inc. followed by a presentation of Slip Vacancy and Pricing Study by Allan Kotin of Allan D. Kotin and Associates (handouts of both presentations were distributed at the meeting).

Santos Kreimann reported on what the study consisted of and how the findings would be used to review plans to renovate and replace the aging anchorages in Marina del Rey. Ron Noble would cover the engineering aspects, trend analysis and projections. Allan Kotin would be responsible for the slip pricing and vacancy study.

Glen Thorpe thanked the Commission for having independent consultants conduct the studies.

Jeff Barnett said he recently purchased a larger boat and it was extremely difficult to find a slip. He said larger boats should have equal space and rights and not be overlooked during dock upgrades.

Mark Hunziker commends the study, mentioned the economic meltdown, and could not believe the County is not addressing the shakedown. He said he has been affected and the community is in trouble as all incomes are tied together. He said the County has to get real with the statistics.

Louis Scaduto said the pricing projections for 2009 are exceedingly optimistic. He asked what prices boaters are actually paying and stated that small boaters are alive and well.

Nancy Marino wanted to know will the studies be available online. She said all of this data is tremendously skewed by omission of Esprit I from the data sets; there is nothing in the slip recommendation about the pitch fork or double wide slips and that the market is in demand for all sizes of slips.

Santos Kreimann said the power points will be available on line.

Greg Schem commented that this is a good direction for the marina for years to come; good to have facts and figures. He said in the Noble study the double slips may be overstated; suggested consider including a bullet point to require substantial compliance with DBAW, not strict adherence. He and asked Allan Kotin if the time used in the study (July of each year) not overstate the small boat occupancies because winter time has more vacancies, as most are removed from usage and off the water.

Allan Kotin replied the report did understate the vacancies. Had he done what Greg Schem suggested the vacancies would have been even greater, however, he did not have good enough data for off season vacancies.

Donald Klein commented on statements made by Chairman Lesser that the County should not subsidize the boaters. He commented on the statement made by Allan Kotin and said that the age of the marina beyond its useful life and has not seen any published or statistical data. The deferred maintenance was supposed to be paid by Goldrich & Kest to replace all of their docks and asked are the rates of the slips dependant upon what the Lessees need to charge to upgrade their docks. Lastly, he said he had a boat slip in the San Francisco and San Diego area he was paying \$270 for a 40'foot slip and its \$560 here and those rates should be included.

Chairman Lesser said he does not agree that residents of the Los Angeles County should subsidize boat owners. He said they should pay a reasonable rate and feels they should be paying more because of the size, location and amenities of the area.

Wayne Miller said he has a 25' and a 40' boats and that he had problems getting a forty-five foot slip. He had no problem finding small slips. He submitted for the record studies with data from Beaches and Harbors, dockmasters and various workshops, and said more large slips are needed.

Brian Eklund said Almar Marina increased his rent by fourteen percent to \$475. He commented that many small boats would not be able to use dry stack storage because of their weights or keels..

John Hockenbu commented that the presentation was great, but more research is needed. He suggested to contact boat brokers and manufactures for sizing trends.

Raymond Fisher has a large boat and has been promised that the slips will be replaced and nothing has been done for a long time. He said the survey was great, but thinks there may be some distortion in the data.

Santos Kreimann said the department is trying to complete and negotiate a plan with the developer. There is urgency on the department to start replacing these docks and that is why this study is being done.

Randy Short said prior to 1960 there were seven thousand boat slips between Santa Barbara and San Diego and in 1970 there was thirty thousand additional boat slips. He said his company has built and rebuilt marinas for more than 35 years in Mexico, California and Hawaii and they are very close to Ron Nobles numbers. Lastly, he said larger slips are needed.

Roger Howard said he has a forty foot boat and for over seven years it has been impossible for him to find a boat slip. He said larger slips are needed in the marina, trends are to have larger boats, but both small and large boats should have access.

Jon Nahhas said the slip mix study should have been submitted before the meeting for review. That watching a thirty minute presentation, discussing pricing study and vacancy rates is too much for one meeting and being allowed only three minutes to make a comment is not enough.

Andy Bessette said slip rent increases will make Marina del Rey equal with other harbors; commented on the statement made by the Chair about the Brazilians loving their dry stack storage; said that Ron Noble would include anything in the study the department wants for seventy to eighty thousand dollars. Lastly, he said the County has betrayed the public's trust and told lies.

Santos Kreimann explained that the department only provided the consultants with information about the marina. He said they are professionals. They will analyze the information, do an independent assessment and he has confidence in their work products.

Ron Noble commented that only six hundred boat slips that are 35 feet and less are being removed. The dry stack storage being proposed is one of the most modern facilities out there with an overhead crane and can handle boats up to forty feet. Beaches and Harbors never gave him instructions. He received data from Beaches and Harbors, and use researches conducted from own company and other sources. When all is done, there is still going to be more smaller slips than larger slips.

Santos Kreimann stated that once Ron Noble and Allan Kotin complete the report in approximately two weeks the draft reports will be posted on the department's website and be submitted to the Commission next month for final public comments.

Vice-Chairman Delgado asked if there are other ways comments can be received besides posting on the website.

Santos Kreimann said he may use the Argonaut, local paper and send an email blast of the meeting being held next month.

Chairman Lesser said more larger slips are needed, but there should always be space for small boaters both in land and water.

Item 6 - Staff Reports:

Santos suggested that the Staff Report be received and filed.

Nancy Marino said the draft EIR was supposed to be re-circulated for Neptune Marina and the Woodfin project. She asked if a 30 day notice was going to be provided to the public.

Michael Tripp said he is currently reviewing the EIR. It will be submitted to County Departments for review for changes and once approved it will be released to the public.

Nancy Marino stated she was unsure what re-circulated meant and asked if it meant to be open for public comments again.

Michael Tripp confirmed.

Thomas Faughnan said it hasn't been certified and Michael Tripp was just going through the draft.

Michael Tripp said that was correct. The public had an initial chance to review the draft EIR 45 days before the public hearing, but the document was never certified.

Nancy Marino said she has been asking for a redevelopment project status report for years. She also made comments pertaining to the LCP Amendment.

Chairman Lesser asked for a motion to receive and file the Ongoing Staff Report. Vice-Chairman Delgado moved and Commissioner Alfieri seconded. The motion was unanimously approved.

Item 7 - Communication from the Public:

Nancy Marino commented on the master plan and working groups. She said the Coastal Commission recommended a comprehensive amendment, this is bad planning and a comprehensive master plan is needed.

Santos said there is a comprehensive master plan called the LCP. The process allows for amendments to the document as things change, which the public can participate in. He stated that every project requires an environmental review and the County has the right to submit amendment proposals to the Coastal Commission.

Wayne Miller confirmed that Santos Kreimann met with the public and went over the plans. He said that some people have been intimidated by certain elements of the workgroups and videos of the meeting are posted on the internet.

Adjournment - Chairman Lesser adjourned the meeting at 9:30 p.m.

Respectfully Submitted

By: Donna Samuels, Commission Secretary

*Copy of meeting can be purchased immediately after all meetings with Commission Secretary.

LOS ANGELES COUNTY SHERIFF'S DEPARTMENT PART I CRIMES- MARCH 2009 **MARINA DEL REY STATION**



	West	East	Lost	Marina	Upper	County	Lower	Lower Windsor	View	
	Marina	Marina	R.D.	Water	Ladera	Area	Ladera	Hills	Park	TOTALS
	2760	2761	2762	2763	2764	2765	2766	2767	2768	
Homicide										0
Rape								_		1
Robbery: Weapon							-	_		2
Robbery: Strong-Arm							1	_	-	က
Aggravated Assault					-		2	_		4
Burglary: Residence	-						2	က	2	80
Burglary: Other Structure	9	-				-	2	_	7	14
Grand Theft	80	က			2		2	_	7	18
Grand Theft Auto	9	-			-		1			6
Arson										0
Boat Theft										0
Vehicle Burglary	9					1	2		_	
Boat Burglary										0
Petty Theft	1	1				1	1	1	2	
REPORTING										
DISTRICTS										
TOTALS	28	9	0	-	4	က	14	9	10	92

Note- The above numbers may change due to late reports and adjustments to previously reported crimes.

Source- LARCIS, Date Prepared APRIL 1, 2009 CRIME INFORMATION REPORT - OPTION B

LOS ANGELES COUNTY SHERIFF'S DEPARTMENT

MARINA DEL REY STATION

PART I CRIMES- MARCH 2009



	MARINA AREA	EAST END		
	(RD'S 2760-	(RD'S 2764-		
Part I Crimes	2763)	2768)		
Homicide	0	0		
Rape	0	1		
Robbery: Weapon	0	2		
Robbery: Strong-Arm	0	3		
Aggravated Assault	0	4		
Burglary: Residence	1	7		
Burglary: Other Structure	8	6		
Grand Theft	11	7		
Grand Theft Auto	7	2		
Arson	0	0		
Boat Theft	0	0		
Vehicle Burglary	6	4		
Boat Burglary	0	0		
Petty Theft	2	5		
Total	35	41		

Note- The above numbers may change due to late reports and adjustments to previously reported crimes.

Source- LARCIS, Date Prepared –APRIL 1, 2009 CRIME INFORMATION REPORT - OPTION B



MARINA DEL REY HARBOR LIVEABOARD COMPLIANCE REPORT 2009



Liveaboa	rd Permits Iss	ued
	February	March
New permits Issued:	3	10
Renewal Issued:	7	6
Total:	10	16
Notices to Comply Issued:	26	0

Totals:	February	March
Liveaboard:	362	353
Current Permits:	288	296
Expired Permits:	24	20
No Permits:	50	37
Total reported vessels in Mari	na del Rey Harbor:	4690
Percentage of vessels that are	registered liveaboards	7.53%



TO:

To enrich lives through effective and caring service

ĕHarbors

April 2, 2009

Santos H. Kreimann

Director

Kerry Silverstrom

Chief Deputy

Santos H. Kreimann, Director FROM:

Small Craft Harbor Commission

SUBJECT: AGENDA ITEM 3b - MARINA DEL REY and BEACH SPECIAL EVENTS

MARINA DEL REY EVENTS

MARINA DEL REY OUTDOOR ADVENTURES 2009

Sponsored by the Los Angeles County Department of Beaches and Harbors Burton Chace Park ♦ 13650 Mindanao Way ♦ Marina del Rey ♦ CA ♦ 90292

Bird Watching Experience Program

Thursdays, April 30 and June 25 at 9:00 am Thursday, May 28 at 4:00 pm

County-sponsored bird watching walk for adults is a free two-hour walk, which will take place at various sites in the Ballona Wetlands. Meet at the Burton Chace Park Community Room. Participation, parking and transportation to the tour site are free. Pre-registration is a must! To register, please call (310) 628-2135.

Marina del Rey Anglers Annual Halibut Derby

Marina del Rey Saturday, April 4 - Sunday, April 5, 2009

The 35th Annual Halibut Derby will be held at Burton Chace Park. Prizes for the largest halibut include a Toyota Tundra Truck and vacation trips. The entry fee includes the awards ceremony and dinner, plus raffle tickets for door prizes. The Derby provides funds for fishing trips for over 1,000 inner city children.

Fishing starts at sunrise. For more information: Call (310) 827-4855 or visit MarinadelReyHalibutDerby.com.

Sunset Series Sailboat Races

Marina del Rev Wednesdays, April 15 - September 2, 2009 5:30 pm - 8:00 pm

Spectators can enjoy these races from the comfort of one of the water-view restaurants on Wednesday evenings between 5:30 pm (sailboats leaving the harbor) and 8:00 pm (race finishes at California Yacht Club).

Small Craft Harbor Commission Marina del Rey and Beach Special Events April 2, 2009 Page 2 of 3

FISHERMAN'S VILLAGE WEEKEND CONCERTS

Sponsored by Pacific Ocean Management, LLC All concerts are from 2:00 pm – 5:00 pm

Saturday, April 4

Michael Haggins Group, playing Smooth Jazz with a Kick

Sunday, April 5

Sullivan Hall Band, playing Soul Review

Saturday, April 11

"Friends", playing Rhythm & Blues

Sunday, April 12

2 AZZ 1 Body & Soul Band, playing Smooth Jazz

Saturday, April 18

Moondance, Big Band Swing

Sunday, April 19

CJS Quintet, Classic Jazz, Bebop, Swing & Latin

Saturday, April 25

LA Bluescasters, playing Traditional Blues, Rock & Jazz

Sunday, April 26

Jimbo Ross & The Bodacious Blues Band, playing Jazz & Blues on Viola

For more information: Call Pacific Ocean Management at (310) 822-6866

<u>BEACH EVENTS</u>

Surfers Walk of Fame Induction Ceremony

City of Hermosa Beach Hermosa Beach Pier Saturday, April 4, 2009 11:00 am

Come recognize the men and women who have made a difference and contributed to the sport of surfing in Hermosa Beach.

For more information: Call Community Resources Department at (310) 318-0280

Small Craft Harbor Commission Marina del Rey and Beach Special Events April 2, 2009 Page 3 of 3

Heal the Bay's Earth Day Beach Cleanup

City of Santa Monica
1600 Ocean Front Walk – Lifeguard Tower 1550
Saturday, April 18, 2009
10:00 am – 12:00 pm

Join the cleaning fun to help keep our oceans clean and safe of harmful trash.

For more information: Call (800) Heal-Bay

Richstone Pier to Pier Walk

City of Manhattan Beach to City of Hermosa Beach Saturday, April 25, 2009 7:30 am – 9:30 am

The Pier-to-Pier Walkathon is a great way to spend your Saturday morning while raising money for the prevention and treatment of child abuse. Walk begins at Manhattan Beach Pier to the Hermosa Beach Pier and ends back at the Manhattan Beach Pier for a distance of 3.4 miles.

For more information: Call (310) 970-1921 or visit www.richstone.com

SHK:DC:ks



To enrich lives through effective and caring service



April 2, 2009

Santos H. Kreimann Director

Kerry Silverstrom Chief Deputy

TO:

Small Craft Harbor Commission

FROM:

Santos H. Kreimann, Director

SUBJECT:

ITEM 4a – Follow-Up re Marina del Rey Slip Sizing Study and Slip

Pricing and Vacancy Study

Item 4a on your agenda is follow-up regarding the Slip Sizing and Slip Pricing and Vacancy Studies prepared by Ron M. Noble of Noble Consultants, Inc. and Allan D. Kotin of Allan D. Kotin & Associates, respectively. At your last meeting held on March 11, 2009, the only written material provided to your Commission and the public were handouts of the consultants' PowerPoint presentations, because the studies were still undergoing internal review. Subsequent to your meeting, the studies, themselves, were posted on the Department's website, with an e-mail to interested parties about the availability of the studies online. Both studies are attached for your review and for public discussion at your meeting.

SHK:ks Attachments (2)

MARINA DEL REY SLIP SIZING STUDY MARINA DEL REY, CALIFORNIA

PREPARED ROR DEPARTMENT OF BEACHIES AND HARBORS COUNTY OF BUS ANGERES.

NOBIE CONSULTANTIS INC. 1 NOBIE CONTIDENVIOLE E 620 F TRANK A 92612

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COMME THE SET ASSESSED.



March 11, 2009

Mr. Santos H. Kreimann Director County of Los Angeles Department of Beaches and Harbors 13837 Fiji Way Marina del Rey, CA. 90292

Re: Final Draft Report

Marina del Rey Slip Sizing Study Marina del Rey, California For the Department of Beaches and Harbors

Dear Santos:

Noble Consultants, Inc. (NCI) is pleased to submit one bound hard copy and one electronic copy of our Final Draft Report for the above referenced project.

We appreciate the opportunity to have performed this study and prepared this report for the Department of Beaches and Harbors.

Sincerely,

NOBLE CONSULTANTS, INC.

Ronald M. Noble, P.E.

President

RMN/ njm

(3)

Wenkai Qin, Ph.D., P.E. Senior Engineer

FINAL DRAFT REPORT MARINA DEL REY SLIP SIZING STUDY MARINA DEL REY, CALIFORNIA

PREPARED FOR DEPARTMENT OF BEACHES AND HARBORS COUNTY OF LOS ANGELES

PREPARED BY:
NOBLE CONSULTANTS, INC.
2201 DUPONT DRIVE, SUITE 620
IRVINE, CA. 92612

MARCH 11, 2009

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I EXECUTIVE SUMMARY

This study reviews the boat berth slip distributions for 21 individual marinas within Marina del Rey that were originally constructed between 1964 and 1972. In addition to these marinas there are additional boat berths within Marina del Rey for commercial use (i.e. Parcels 1, 55, 56 and 61) and for temporary, transient, boating lessons/training, and government use (i.e. Parcels EE, 48, 62 and 77) that are not included within this study. Since the 21 marinas were originally constructed forty or so years ago some of these marinas have either already been replaced or in addition have been reconfigured and replaced. Numerous other marinas are now in the process of receiving approvals to be reconfigured and replaced.

The purpose of this study was to evaluate boat berth slip distribution criteria for the marinas undergoing reconfiguration and replacement in order to balance the recreational boating needs and demands for all of Marina del Rey, and in order to adequately support the Marina del Rey boating activities for the next 40 years. This study therefore reviews the changes in boat berth distributions for the Marina del Rey individual marinas; compares these distributions to other California marinas; discusses the already reconfigured marinas and the proposed marina reconfigurations within Marina del Rey; reviews the Marina del Rey slip demand, California Department of Boating and Waterways (DBAW) marina design guideline, and the change in vessel beam widths versus vessel length since the 1960s; and provides recommendations for the continued reconfiguration of Marina del Rey marinas.

The main findings of this study include the following:

- Most of the 21 marinas constructed from 1962 to 1972 within Marina del Rey did not meet the DBAW slip clear width criteria.
- Both the power boat's and sail boat's beam width versus their length have increased since the 1960's.
- Marina del Rey's highest slip vacancy rate is for slips sizes of 35 feet in length and less.
- More boats in the 30 feet length and less category are moving to dry boat storage.
- The existing Marina del Rey boat berth slip distribution and average slip length for the 21 marinas is less than a majority of the other California marinas.
- Even when including the current proposed marina reconfigurations the resulting boat berth slip distribution and average slip length for the 21 marinas is less than a majority of the other California marinas.
- In order to upgrade the slip sizes and meet the current DBAW criteria there will be some reduction in the total number of slips.

The total number of wet berths (slips) and dry storage (stacked, un-stacked & mast-up) can be maintained at an adequate level within all of Marina del Rey for the coming years with proper planning and management.

Based on the above findings and the detailed backup presented within this study the following is recommended:

■ The following two different boat berth slip length distributions are recommended; the first distribution is for all marinas combined in Marina del Rey and the second distribution is for the maximum case for an individual reconfigured marina where additional boat berth slips of 30 feet or less in length are not justified, therefore resulting in a higher percentage of slips in the 31 feet to 50 feet length.

Recommended MDR Boat Slip Size Distributions

Combined	Maximum Case
Percentage for all	Percentage for
MDR Marinas	Individual Marina
30%	0%
20%	30%
19%	25%
10%	20%
10%	14%
11%	11%
100%	100%
	Percentage for all MDR Marinas 30% 20% 19% 10% 10% 11%

- The average Marina del Rey slip length for all marinas combined and for the maximum case individual reconfigured marina should not exceed 40 feet and 44 feet, respectively unless there is justification.
- The above slip length distributions and average slip lengths should not be considered absolute since there may be some marinas that have sufficient reason to exceed these recommendations.
- A minimum slip length of 30 feet is recommended for reconfigured marinas.
- The available open water area for additional wet slips should be utilized where appropriate, such as the funnel concept that still maintains adequate boat navigation, and the available landside area for dry storage should be utilized to insure a sufficient total number of boat berthing and storage.

- Reconfigured marina dock layouts and dimensions should meet the minimum requirements for both the DBAW marina berthing guidelines and the County's Marina del Rey's design criteria.
- The minimum slip clear widths for reconfigured marinas should be based on 50 percent for power boats and 50 percent for sail boats unless there is sufficient justification to do otherwise. Reconfigured marinas should be based on single boat berthing without utilizing double boat berthing unless there is sufficient justification.
- Reconfigured marinas should provide accessible boating facilities in accordance with the current DBAW marina berthing guidelines and the County guidelines, whichever is more stringent.
- The use of dry boat storage should be maximized throughout Marina del Rey.



II INTRODUCTION

Marina del Rey was formally dedicated in 1965. The harbor complex encompasses over 800 acres of upland development and over water facilities that serve a variety of landside and water related uses including providing berthing for over 5,000 boats. Over the past 40 years the harbor has evolved into an indispensable social, environmental and economic asset for Los Angeles County, and has become a role model for other urban marinas throughout the world. As the Marina heads into the next century, the County wishes to review and implement how the existing facilities, accommodations, and access can be improved and enhanced. Recently the Department held a "brain storming" meeting with key members of the Marina del Rey waterfront community to begin the planning process to arrive at how best to improve facilities, recreational opportunities, and water accessibility for all users and interests. The Department's goals and objectives are to formulate a new marina master plan that optimally balances public and private interests, economic benefits, and recreational needs.

The purpose of this assignment was to perform a study and prepare a report of the current existing percentage of boat berth slip lengths which includes the average slip length, and the slip clear width dimensions, and forecasts the required increase in these dimensions for the marina boat docks being replaced in order to meet the current and future boating size demands to support boating activities for the next 40 years within Marina del Rey.

III DATA UTILIZED

The data utilized throughout this study came from numerous sources as summarized below:

- a. Marina del Rey initial marina slip counts—from Williams-Kuebelbeck and Associates, Inc. (W&K 1975)
- b. Marina del Rey marina slip counts for 1999, 2008, and proposed from County of Los Angeles, Department of Beaches and Harbors (DBH) files and marina plans.
- c. Marina del Rey marina slip length distributions for 1999, 2008 and proposed from DBH and Noble Consultants, Inc. (NCI) files
- d. Other California and Honolulu marina slip counts and slip length distributions from DBH and NCI files, from W&K 2001 and 2004, and from other sources.
- e. Marina del Rey marina slip widths versus slip lengths from Marina del Rey marina Dock Masters and from DBH and NCI files
- f. Marina del Rey marina slip vacancies from DBH files
- g. California Department of Boating and Waterways (DBAW) Marina Design Guidelines, Vessel Registrations, Boat Industry Vessel Length versus Beam, Boat Sales, etc. from publications within NCI files and from internet searches.

IV CHANGES IN BOAT BERTH DISTRIBUTIONS FOR MARINA DEL REY MARINAS

From 1964 through 1972 approximately 21 recreational boating marinas were constructed within Marina del Rey during its initial development. The parcel number and marina name including year built and initial number of slips is shown in Table 1. The location of these parcel numbers within Marina del Rey is shown in Figure 1. During the ensuing years there have been some modifications of boundaries in a few of the parcels resulting in changes of the total number of slips (Parcels 44, 45 and 47) along with some changes in the lessee of the parcels. In addition, there have been some minor changes in total number of slips due to some slip reconfigurations during routine maintenance repairs, and some significant changes in total number of slips due to slip additions to both the Del Rey Yacht Club (Parcel 30) and the California Yacht Club (Parcel 132), and to more recent marina slip reconfigurations (Parcels 12, 13, 111 and 112) during dock replacement of aging facilities.

The above-referenced changes are reflected in the total number of slips shown for each Parcel from initial construction through years 1999 and 2008 in Table 1. The year 1999 is the first year that the Department of Beaches and Harbors initiated the counting and tracking of all marina slips minus the end tie and inside tie slips. However, the marina slip numbers and overall Marina del Rey slip number shown for initial construction is typically inflated since both end ties and inside ties were usually included within the slip count which has not been done for the 1999, 2008 and proposed slip totals. For instance after 56 slips were added to the Del Rey Yacht Club in 1982 the 1999 slip count became 287 implying that the initial constructed count should have been 231 slips not the shown 281 slips. Also, after 75 slips were added to the California Yacht Club in 1985 the 1999 slip count became 253 slips implying that the initial constructed count should have been 178 not the shown 245 slips. It is therefore estimated that the initial total slip number of 5,794 shown in Table 1 should be reduced by approximately ten percent to 5,215 in order to remove the counted end tie and inside tie slips when comparing to the total number of slips shown in Table 1 for 1999, 2008 and proposed.

The last column in Table 1 includes changes in the total number of slips for proposed marina replacements/reconfigurations for projects that have been approved (Parcel 15), and for projects that are currently in the approval process (Parcels 8, 10, 21, 42/43, 44, 45/47, and 125).

Table 2 presents the average slip length for each of the Marina del Rey marinas showing changes from 1999 to 2008, and to the currently proposed new marinas. This table shows that the average slip length for all of the marinas shown within the table increases from 32.5 feet to 33.9 feet from 1999 to 2008 and to 36.4 feet when including the new proposed marina reconfigurations, while the total number of slips decreased from 5,223 in 1999 to 4,731 in 2008 and to 4,255 when including the new proposed marina reconfigurations. The main reason for this decrease in total number of slips and increase

in the average slip length is the overall reduction of boat berth slip lengths of 35 feet or less and the increase of boat berth slip lengths of 36 feet or more as shown in the Marina del Rey slip length distributions in Table 3 for 1999, 2008 and proposed. This slight shift to larger berth slip lengths is due to the marketplace as will be further discussed in this report.

Table 3 also includes the Marina del Rey dry boat storage for the parcel locations which have a significant number of dry storage. There is also some additional dry boat storage located throughout Marina del Rey such as in Parcels 30 and 132 that are not included within this table. This table shows that there currently exists 817 dry boat storage with an increase to 1088 when including the new proposed projects, which is an increase of 271 dry boat storage. A vast majority of the dry boat storage is for boats of 35 feet or less in length.

If the existing wet boat storage (marina berths) is added to the existing dry boat storage and then compared to the "proposed" wet and dry boat storage, the total boat storage changes from an existing total of 5,548 boats to a proposed total of 5,343 boats as shown in Table 3. This amounts to only a 3.7% reduction. Figure 2 presents the average slip length in bar graph format for 1999, 2008 and proposed for all the marinas shown in Table 2 for easy comparison between the marinas and years.

The distribution of the individual slip lengths for all of these marinas within Marina del Rey have been plotted as the cumulative distribution of these individual slip sizes for comparison, and are presented within Appendix A. Figure A-1 presents the marina distributions for the year 1999 for all the marinas in which the distribution is smaller (larger amount of shorter length slips) than the distribution for all Marina del Rey marinas when combined. Figure A-2 presents the cumulative distribution for 1999 for all the marinas in which the distribution is larger (larger amount of longer length slips) than the distribution for all Marina del Rey marinas when combined. Figure A-3 and Figure A-4 present these distributions for the year 2008, while Figure A-5 and Figure A-6 present these distributions when including the new proposed marinas.

Table 4 presents a summary of these slip length distributions for the slip length in which 50 percent of the slips do not exceed this slip length and for the slip length in which 80 percent of the slips do not exceed this slip length for comparison of each marina. Figure A-7 in Appendix A presents the slip size distribution for the combined Marina del Rey marinas in bar graph format for 1999, 2008 and proposed.

Table 1. Marina Del Rey Waterfront Slip Count

Martina Marina Boy Replacement Initials 1999 2 Tabiti Marina 1964 No 232 214 The Bay Club Apts & Marine 1966 Proposed 261 231 Neptune Marina 1966 Proposed 203 184 Neptune Marina 1966 Completed 2008 465 430 Villa cle Mar Marina 1968 Completed 1989 287 186 Bar Harbor Marina 1968 Completed 1989 462 424 Dolphin Marina 1968 Completed 1989 462 424 Dolphin Marina 1968 Proposed 253 215 Marina Club 1968 Proposed 216 424 Dolphin Marina 1964 Completed 1982 287 145 Marina cle Rey Yacht Club 1964 Completed 1982 281 183 Del Rey Yacht Club 1964 Proposed 201 349 Marina del Rey Hotel 1964 Proposed 201 472			Voor Built	Reconfiguration		Tota	Total Number of Slips	Slips
Tahiti Marina 1964 No 232 214 The Bay Club Apts & Marina 1966 Proposed 251 231 Neptune Marina 1966 Completed 2008 465 430 Deauville Marina 1966 Completed 1989 297 186 Villa clei Mar Marina 1968 Proposed 253 215 Bar Harbor Marina 1968 Completed 1989 462 424 Dolphin Marina 1968 Completed 1999 462 424 Bar Harbor Marina 1968 Completed 1999 462 424 Dolphin Marina 1968 Proposed 187 424 Abrina Wanna 1966 No 407 369 Mariners Bay 1964 Completed 1982* 281 424 Mariners Bay 1964 Proposed 472 287 Marina Gel Rey Hotel 1964 Proposed 271 248 Murina Harbor Apts.& Anchorage 1964 Completed 1997 6 53	Parcel No	Marina Name	100	&/or Replacement	Initial ⁵	1999	2008	Proposed
Interference Interference<			1964	S	232	214	214	214
The Bay Club Apis & Marina 1964 Proposed 203 184 Neptune Marina 1964 Proposed 465 430 Deauville Marina 1966 Completed 2008 465 430 Villa del Mar Marina 1968 Proposed 253 215 Bar Harbor Marina 1968 Completed 1989 462 424 Dolphin Marina 1968 Completed 2006 157 145 Panay Way Marina 1968 Proposed 218 434 Holiday Harbor Marina 1966 No 407 369 Mariners Bay 1966 Proposed 407 369 Del Rey Yacht Club 1964 Proposed 472 232 Marinar del Rey Hotel 1964 Proposed 201 339 Pier 44 1964 Proposed 271 248 Marina Harbor Apts.& Anchorage 1964 Completed 1997 6 53 Marina Harbor Apts.& Anchorage 1964 Completed 2006 369 34	,	Lantt Manna	2004	Deconocid	251	231	234	207
Neptune Marina 1904 Propuseu 465 430 Deauville Marina 1966 Completed 2008 465 430 Villa del Mar Marina 1968 Proposed 287 186 Bar Harbor Marina 1968 Completed 1989 462 424 Dolphin Marina 1968 Completed 2006 157 145 Panay Way Marina 1968 Proposed 218 183 Holiday Harbor Marina 1966 No 407 369 Mariners Bay 1966 No 160 148 Del Rey Yacht Club 1964 Proposed 201 332 Marina del Rey Hotel 1964 Proposed 201 332 Pier 44 1966 Proposed 201 332 Burton Chace Park 1964 Proposed 201 349 Marina Harbor Apts.& Anchorage 1964 Completed 1997 06 53 Marina Harbor Apts.& Anchorage 1964 Completed 2006 369 348 <td>œ</td> <td>The Bay Club Apts & Marina</td> <td>0001</td> <td>Tapposed T</td> <td>203</td> <td>184</td> <td>187</td> <td>161</td>	œ	The Bay Club Apts & Marina	0001	Tapposed T	203	184	187	161
Deauville Marina 1966 Completed 2008 400	9	Neptune Marina	400	Linbosen	Joh	730	346	216
Vilia del Mar Marina 1964 Completed 1989 297 186 Bar Harbor Marina 1968 Proposed 253 215 Dolphin Marina 1968 Completed 1999 462 424 Panay Way Marina 1968 Proposed 177 145 Holiday Harbor Marina 1966 No 407 369 Mariners Bay 1966 No 407 369 Del Rey Yacht Club 1964 Completed 1982* 281 287 Del Rey Yacht Club 1964 No 160 148 Marina del Rey Hotel 1964 Proposed 339 349 Pier 44 1966 Proposed 201 332 Burton Chace Park 1966 Proposed 201 332 Windward Yacht Center 1966 Completed 1997 0° 53 Marina Harbor Apts.& Anchorage 1964 Completed 2006 336 316 Marina Harbor Apts.& Anchorage 1966 Completed 3006 338 316 <td>12</td> <td>Deauville Marina</td> <td>1966</td> <td>Completed 2008</td> <td>403</td> <td>000</td> <td>2</td> <td>909</td>	12	Deauville Marina	1966	Completed 2008	403	000	2	909
Bart Harbor Marina 1968 Completed 1999 462 424 Doiphin Marina 1968 Completed 2006 157 145 Panay Way Marina 1968 Completed 2006 157 145 Holiday Harbor Marina 1968 Proposed 218 183 Mariners Bay 1966 No 407 369 Del Rey Yacht Club 1964 Proposed 281 287 Catalina Yacht Anchorage 1964 Proposed 399 349 Marina del Rey Hotel 1966 Proposed 201 332 Burton Chace Park 1966 Proposed 201 332 Burton Chace Park 1966 Completed 1997 0° 53 Marina Harbor Apts.& Anchorage 1964 Completed 2006 271 248 Marina Harbor Apts.& Anchorage 1964 Completed 2004 369 315 Marina Harbor Apts.& Anchorage 1966 Completed 2004 369 316 Marina Harbor Apts.& Anchorage 1966 P	13	Villa del Mar Marina	1964	Completed 1989	297	186	186	100
Doilbhin Marina 1968 Completed 1999 462 424 Panay Way Marina 1964 Completed 2006 157 145 Holiday Harbor Marina 1968 Proposed 218 183 Mariners Bay 1966 No 407 369 Del Rey Yacht Club 1964 Completed 1982* 281 287 Del Rey Yacht Club 1964 No 160 148 Marina del Rey Hotel 1964 Proposed 399 349 Pier 44 1966 Proposed 201 332 Burton Chace Park 1964 No 113 103 The Boatyard 1964 Completed 2006 271 248 Marina Harbor Apts.& Anchorage 1964 Completed 2006 369 315 Marina Harbor Apts.& Anchorage 1966 Completed 2004 369 316 Marina Harbor Apts.& Anchorage 1966 Completed 2004 369 316 Marina Harbor Apts.& Anchorage 1966 Completed 2004 <td< td=""><td>15</td><td>Bar Harbor Marina</td><td>1968</td><td>Proposed</td><td>253</td><td>215</td><td>215</td><td>225</td></td<>	15	Bar Harbor Marina	1968	Proposed	253	215	215	225
Dealty Way Marina 1964 Completed 2006 157 145 Panay Way Marina 1968 Proposed 218 183 Holiday Harbor Marina 1966 No 407 369 Mariners Bay 1964 Completed 1982* 281 287 Del Rey Yacht Club 1964 No 160 148 Catalina Yacht Anchorage 1964 Proposed 389 349 Pier 44 1966 Proposed 201 332 Burton Chace Park 1966 Proposed 201 332 The Boatyard 1964 No 113 103 Windward Yacht Center 1966 Completed 2006 271 248 Marina Harbor Apts.& Anchorage 1964 Completed 2004 369 315 Marina Cliy Club 1966 Completed 2004 369 315 Marina Harbor Apts.& Anchorage 1967 Completed 2004 369 315 California Yacht Club 1966 Completed 1985* 245 <	2 2	Dolohin Marina	1968	Completed 1999	462	424	424	424
Fatility washing 1968 Proposed 218 183 Holiday Harbor Marine 1966 No 407 369 Mariners Bay 1964 Completed 1982* 281 287 Del Rey Yacht Club 1964 No 160 148 Catalina Yacht Anchorage 1964 Proposed 399 349 Marina del Rey Hotel 1966 Proposed 201 332 Pler 44 No 1970 Conposed 201 332 Burton Chace Park 1966 Completed 1997 06 53 Windward Yacht Center 1966 Completed 2006 271 248 Marina Harbor Apts.& Anchorage 1964 Completed 2006 271 248 Marina Harbor Apts.& Anchorage 1967 Completed 2006 338 316 Marina Cliy Club 1966 Completed 2006 271 248 Amarina Harbor Apts.& Anchorage 1966 Completed 2006 338 316 California Yacht Club 1966 <td< td=""><td>2 8</td><td></td><td>1964</td><td>Completed 2006</td><td>157</td><td>145</td><td>SŞ</td><td>149</td></td<>	2 8		1964	Completed 2006	157	145	S Ş	149
Holinday Harbor Matrinal 1966 No 407 369 Mariners Bay 1964 Completed 1982 ³ 281 287 Del Rey Yacht Club 1964 No 160 148 Catallina Yacht Anchorage 1964 Proposed 399 349 Marina del Rey Hotel 1966 Proposed 472 232 Pier 44 1970 Proposed 201 332 Burton Chace Park 197 Proposed 201 332 Windward Yacht Center 1966 Completed 1997 0.6 53 Marina Harbor Apts.& Anchorage 1964 Completed 2006 271 248 Marina Harbor Apts.& Anchorage 1964 Completed 2006 338 316 Marina City Club 1966 Completed 2006 369 315 Marina Clib Club 1966 Completed 2006 369 316	8	Pariay way wainia	1968	Pronosed	218	183	183	92
Mariners Bay 1904 Completed 1982 ³ 281 287 Del Rey Yacht Club 1964 No 160 148 Catalina Yacht Anchorage 1964 Proposed 399 349 Marina del Rey Hotel 1966 Proposed 201 332 Pier 44 1972 Proposed 201 332 Burton Chace Park 1972 Proposed 201 332 Windward Yacht Center 1964 No 0.6 6 63 Marina Harbor Apts. & Anchorage 1964 Completed 2006 271 248 Marina City Club 1969 Proposed 338 316 Marina City Club 1966 Completed 2004 369 316 California Yacht Club 1966 Completed 1985* 245 253	21	Holiday Harbor Marina	3000	CIV.	407	369	369	369
Del Rey Yacht Club 1904 Completed 1904 148 Catalina Yacht Anchorage 1964 No 148 Marina del Rey Hotel 1964 Proposed 399 349 Pier 44 1966 Proposed 201 332 Burton Chace Park 1972 Proposed 201 332 The Boatyard 1964 No 113 103 Windward Yacht Center 1966 Completed 1997 0 ⁶ 53 Marina Harbor Apts.& Anchorage 1964 Completed 2006 271 248 Marina Harbor Apts.& Anchorage 1969 Proposed 338 316 Marina City Club 1969 Proposed 245 253 California Yacht Club 1966 Completed 1985* 245 253	28	Mariners Bay	0061	Campleted 4087	284	287	287	287
Catalina Yacht Anchorage 1964 No 1964 Proposed 399 349 Marina del Rey Hotel 1964 Proposed 472 232 232 Pier 44 1966 Proposed 201 332 332 Burton Chace Park 1964 No 113 103 103 The Boatyard 1964 Completed 1997 0 ⁶ 53 9 Windward Yacht Center 1964 Completed 2006 271 248 315 Marina Harbor Apts.& Anchorage 1969 Proposed 369 315 Marina Harbor Apts.& Anchorage 1969 Proposed 338 316 Marina Harbor Apts.& Anchorage 1969 Proposed 338 316 California Yacht Club 1966 Completed 1985* 245 253	೫	Del Rey Yacht Club	1904	mont manademon	9	138	148	148
Marina del Rey Hotel 1964 Proposed 389 349 Pier 44 1966 Proposed 472 232 Burton Chace Park 1972 Proposed 201 332 Burton Chace Park 1964 No 113 103 The Boatyard 1964 Completed 1997 0 ⁶ 53 Windward Yacht Center 1964 Completed 2006 271 248 Marina Harbor Apts.& Anchorage 1970 Completed 2004 369 315 Marina City Club 1969 Proposed 338 316 California Yacht Club 1966 Completed 1985* 245 253	41	Catalina Yacht Anchorage	1964	ON.	3		Ç	124.0
Pier 44 Pier 44 Pier 44 232 232 Burton Chace Park 1972 Proposed 201 332 The Boatyard 1964 No 113 103 Windward Yacht Center 1966 Completed 1997 0 ⁶ 53 Marina Harbor Apts.& Anchorage 1964 Completed 2006 271 248 Marina Harbor Apts.& Anchorage 1970 Completed 2004 369 315 Marina City Club 1969 Proposed 338 316 California Yacht Club 1966 Completed 1985* 245 253	42/43	Marina del Rev Hotel	1964	Proposed	366	349	243	
Burton Chace Park 1972 Proposed 201 332 The Boatyard 1964 No 113 103 Windward Yacht Center 1966 Completed 1997 0 ⁶ 53 Marina Harbor Apts. & Anchorage 1964 Completed 2006 271 248 Marina Harbor Apts. & Anchorage 1970 Completed 2004 369 315 Marina City Club 1969 Proposed 338 316 California Yacht Club 1966 Completed 1985* 245 253	144	Dier 44	1966	Proposed	472	232	232	143
The Boatyard 1964 No 113 103 Windward Yacht Center 1966 Completed 1997 0 ⁶ 53 Marina Harbor Apts. & Anchorage 1964 Completed 2006 271 248 Marina Harbor Apts. & Anchorage 1970 Completed 2004 369 315 Marina City Club 1969 Proposed 338 316 California Yacht Club 1966 Completed 1985* 245 253	151172	Burton Chace Park	1972	Proposed	201	332	332	188
Windward Yacht Center 1966 Completed 1997 06 53 Windward Yacht Center 1964 Completed 2006 271 248 Marina Harbor Apts.& Anchorage 1970 Completed 2004 369 315 Marina City Club 1969 Proposed 338 316 California Yacht Club 1966 Completed 1985* 245 253	52	The Roatvard	1964	No	113	103	103	103
Marina Harbor Apts. & Anchorage 1964 Completed 2006 271 248 Marina Harbor Apts. & Anchorage 1970 Completed 2004 369 315 Marina City Club 1969 Proposed 338 316 California Yacht Club 1966 Completed 1985* 245 253	3 4	Mindward Vacht Center	1966	Completed 1997	0.6	53	83	83
Marina Harbor Apts. & Anchorage 1970 Completed 2004 369 315 Marina City Club 1969 Proposed 338 316 California Yacht Club 1966 Completed 1985 245 253	ţ ;	Marina Harbor Acts & Archorage	1964	Completed 2006	27.1	248	172	112
Marina City Club 1969 Proposed 338 316 California Yacht Club 1966 Completed 1985 245 253		Walina I alboi chista a mondo	1970	Completed 2004	369	315	175	175
Manna City Club 1966 Completed 1985 245 253	112	Manna narod Apis. & Authoroge	1060	Proposed	338	316	316	273
California Yacht Club	125	Marina City Club	1066	Completed 1985	245	253	253	253
57.7.0	132	Cairtornia Yachi Ciub	202		5.7947	5.223	4,731	4,255

The new Parcel 44 is only a portion of the original Parcel 44. The initial slip count was for the original Parcel 44.

The new Parcel 45 is a portion of the original Parcel 44. The initial slip count was only for the original Baja Parcel 47. Note:

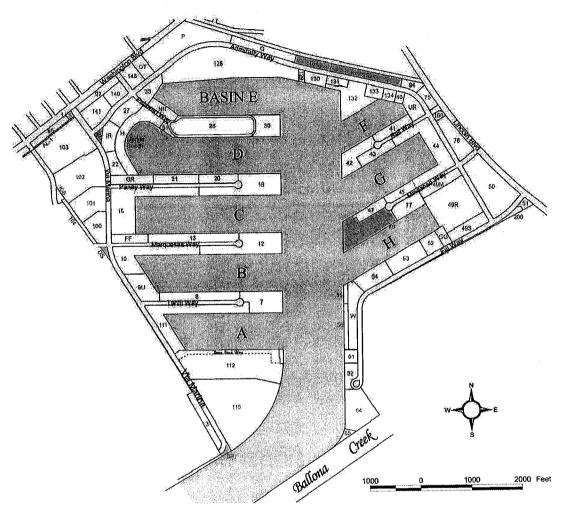
56 additional slips were constructed in 1982. 75 additional slips were constructed in 1985.

The method of slip counting was different from the slip counting conducted in 1999 and thereafter.

The difference between the initial slip count and the 1999 slip count does not reflect the real change in slip numbers since the initial slip counts also counted end lies and inside ties as slips which were not included in the 1999, 2008 and proposed slip counts.

Assumed there were no slips when initially constructed.

Based on note 5 it is estimated that this "total number of slips" would be reduced by approximately 10% to 5,215 when deleting end ties and inside ties as slips in order to compare to the 1999, 2008 and proposed numbers.



Map March 2007 by Chris Sellera, Los Angeles County Department of Beaches and Harbors Modified by NCI (2009) to Include Percel 45.

Figure 1. MDR Parcel Location Map

Table 2. Average Slip Length Summary for MDR Marinas

ON located	Marina Name	Reconfiguration	Total N	Total Number of Slips	Slips	Average	Average Berth Length (ft)	angth (ft)
Laicei No	1	&/or Replacement	1999	2008	Proposed	1999	2008	Proposed
7	Tabiti Marina	ON	214	214	214	36.1	36.1	36.1
- α	The Bay Club Ants & Marina	Proposed	231	231	207	34.6	34.6	34.7
5 5		Proposed	184	184	161	29.3	29.3	34.8
5	Desixille Marina	Completed 2008	430	216	216	31.6	45.4	45.4
i č	Villa del Mar Marina	Completed 1989	186	186	186	41.8	41.8	41.8
i fü	Bar Harbor Marina	Proposed	215	215	225	32.0	32.0	28.3
2 6	Dolohin Marina	Completed 1999	424	424	424	32.1	32.1	22.
200	Panav Wav Marina	Completed 2006	145	149	149	30.2	30.3	30.3
2 2	Holiday Harbor Marina	Proposed	183	183	92	25.2	25.2	36.4
1 80 80 80 80 80 80 80 80 80 80 80 80 80	Mariners Bay	No	369	369	369	33.9	33.9	33.9
S &	Del Rev Yacht Glub	Completed 1982	287	287	287	39.2	39.2	39.2
41	Catalina Yacht Anchorage	No.	148	148	148	26.3	26.3	26.3
42/43	Marina del Rev Hotel	Proposed	349	349	277	31.4	31.4	43.6
AA	Pier 44	Proposed	232	232	143	27.0	27.0	34.7
45/47	County	Proposed	332	332	188	27.3	27.3	37.0
3	The Boatvard	No	103	103	103	30.9	30.9	30.9
75	Windward Yacht Center	Completed 1997	53	53	53	44.0	44.0	44.0
111	Marina Harbor Apts.& Anchorage	Completed 2006	248	112	112	30.8	45.5	45.5
+	Marina Harbor Ants & Anchorage	Completed 2004	315	175	175	29.1	36.5	36.5
125	Marina City Club	Proposed	316	316	273	35.5	35.5	39.4
132	California Yacht Club	Completed 1985	253	253	253	39.4	39.4	39.4
MDR Overall			5,223	4,731	4,255	32.5	33.9	36.4
100 COM	21.5							

Table 3. MDR Slip Length Distributions and Wet/Dry Boat Storage

MDR Waterfront Slip Length Distributions

Proposed

Existing

23 25

Ŧ

2

52

8

Dry Storage Count

Parcel No

MDR Dry Boat Storage

	pesc	10	5	5		6		ເດ		0 2		S.		0	_∞	4,255
t	Proposed	75	665	905	857	799	357	265	06	139	39	35	4	20	— —	4,5
Slip Count	2008	158	1,073	1,183	891	671	252	223	77	123	29	26	2	19	4	4,731
	1999	156	1,406	1,403	1,011	624	230	197	29	86	21	7	2	9	9	5.223
Berth Length)	20' or Less	21'-25'	26'-30'	31'-35'	36'-40'	41'-45'	46'-50'	51'-55'	56'-60'	61'-65'	.02-29	71' -75'	76'-80'	81' or Larger	Total

MDR Total Wet and Dry Boat Storage

304

Mast-up

132

Total

122 304 **817**

201

52/GG

Storage Type	Total Bo	Total Boat Storage
	Existing	Proposed
Wet Storage	4,731	4,255
Dry Storage	817	1,088
Total	5,548	5,343

Table 4. Slip Length (in Feet) Distribution Summary for MDR Marinas

Darcol No	Marina Name	Reconfiguration	50% of S	50% of Slips Not Exceeding	ceeding	80% of S	80% of Slips Not Exceeding	ceeding
a cel		&/or Replacement	1999	2008	Future	1999	2008	Future
7	Tahiti Marina	No	34	34	34	40	2 t0	40
. oc	The Bay Club Apts & Marina	Proposed	35	35	35	40	40	8
ę	Neptune Marina	Proposed	28	28	30	32	35	34
2	Deauville Marina	Completed 2008	30	45	45	35	20	90
<u> </u>	Villa del Mar Marina	Completed 1989	40	40	40	න	92	50
5	Bar Harbor Marina	Proposed	30	30	25	40	40	35
¢	Dolphin Marina	Completed 1999	30	30	30	40	40	40
02	Panav Wav Marina	Completed 2006	30	30	30	35	35	35
24		Proposed	25	25	35	30	30	\$
88		No	33	33	33	40	40	40
8	Del Rev Yacht Club	Completed 1982	35	38	35	20	50	20
4	Catalina Yacht Anchorage	No	25	25	25	35	35	35
42/43	Marina del Rev Hotel	Proposed	30	3 0	75	35	35	20
4		Proposed	24	24	32	34	32	38
45/47	County	Proposed	25	25	36	30	900	40
53	The Boatvard	No	30	30	30	35	35	35
23	Windward Yacht Center	Completed 1997	40	40	9	70	24	એ
111	Marina Harbor Apts.& Anchorage	Completed 2006	30	40	40	35	22	70
112		Completed 2004	25	25	25	30	99	98
125	Marina City Club	Proposed	32	35	35	40	40	54
132	California Yacht Club	Completed 1985	40	40	40	45	45	45
MDR Overall			30	30	35	40	40	44

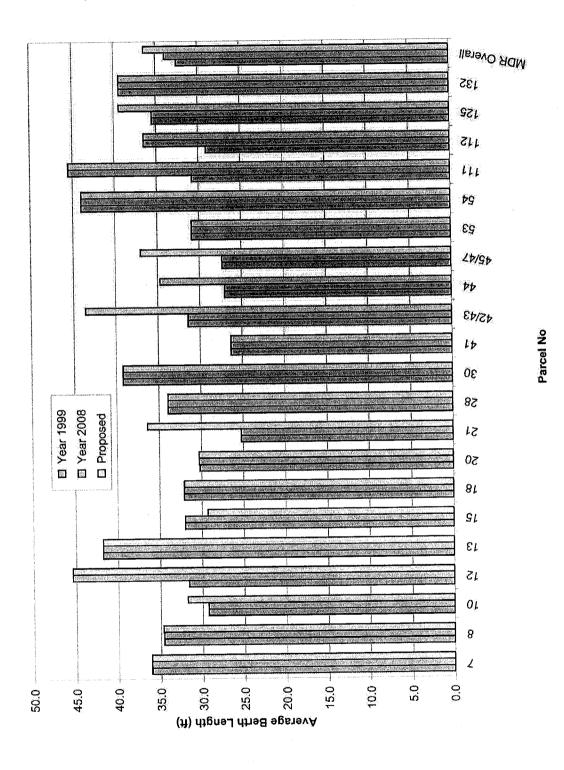


Figure 2. Average Slip Length Summary for MDR Marinas

V COMPARISON OF MARINA DEL REY BOAT BERTH DISTRIBUTIONS TO OTHER MARINAS

In order to guage how the existing Marina del Rey combined marinas (2008) and the proposed Marina del Rey combined marinas (proposed), when including the currently proposed reconfigurations, compare to other marinas, information on boat berth slip distributions was obtained for 21 other southern and northern California marinas, as well as for 2 Honolulu marinas. Table 5 (two pages) lists 15 other southern California marinas, 6 other northern California marinas, and 2 other Honolulu marinas. It provides the marinas total number of slips and average slip length for the original constructed marina, with date of construction when known, and for the reconstructed marina, if it was either reconstructed or is proposed for reconstruction, with its date when known. This table illustrates that the Marina del Rey combined marinas for both the existing condition (2008) and the proposed condition (proposed) fall within the middle of the listed other marinas with 12 of the 23 other marinas having a larger average slip length for the proposed reconfigured condition.

Table 5 also shows that when taking the total slips and average slip length for the 13 other marinas which list both before and after (or existing and proposed) reconfiguration that the before slip count of 8,903 with an average slip length of 33.5 feet changes to an after slip count of 8,293 with an average slip length of 38.0 feet. When comparing this to the existing and proposed Marina del Rey numbers Table 6 shows that Marina del Rey's proposed average slip length is 36.4 feet while the 13 other marinas after reconfiguration average slip length is 38.0 feet, a 7.4 percent increase in average slip length for Marina del Rey versus a 13.4 percent increase for the 13 other marinas.

Table 7 presents the berth length distributions for 22 of the other marinas listed in Table 5. There was insufficient data to include the Peter's Landing Marina in Huntington Beach, for evaluating its berth length distribution. For the other 22 marinas only the newest marina configuration was used (either existing when not reconfigured or the reconfigured or currently proposed reconfigured). This table presents berth lengths in five foot increments from 30 feet to 70 feet with the 30 feet increment including all berths of 30 feet or less and the 70 feet increment including all berths more than 70 feet in length. This table clearly shows that both the Marina del Rey existing condition (2008) and proposed condition almost always have a lower distribution, or in some instances equal distribution, for all berth lengths of 41 feet or larger when compared to the average berth length distribution for all of the listed other marinas. The Marina del Rey proposed distribution for berth lengths of 31 feet to 40 feet are about equal to the average distribution, whereas even the Marina del Rey proposed distribution for berth lengths equal to or less than 30 feet in length is still 5 percent above the average distribution (38.5% vs. 33.6%). This table illustrates that even when Marina del Rey incorporates all of the current eight proposed marina reconfigurations that the entire Marina del Rey berth length distribution is less than (smaller berth lengths) the average berth length distribution shown in Table 7.

Appendix B presents the distribution of the individual slip lengths for all of the other marinas listed in Table 7 as compared to the distribution for the Marina del Rey combined marinas for both the existing (2008) condition and the proposed condition. Figure B-1 through Figure B-5 are plots of the cumulative distributions of the individual slip sizes for Marina del Rey versus these other marinas listed in Table 7. As an example Figure B-6 presents a bar graph of the slip length distribution for the Marina del Rey existing (2008) combined marinas versus the Sunroad Marina in San Diego Bay. This bar graph clearly illustrates that Marina del Rey currently has a significantly higher percentage of smaller size slips than the Sunroad Marina.

Table 5. Comparison of Average Slip Length for MDR and Other Marinas

Marinas	Total Slips	Average Slip Length (Feet)
Marina del Rey		
2008	4,731	33.9
Proposed	4,255	36.4
Average of 13 Other Marinas with Reconstructed Slips		
Before	8,903	33.6
After	8,293	38.0
1. Sunroad Marina, San Diego ¹		
1987	527	42.2
2. CYM-Chula Vista, San Diego ²		
1990	354	36.1
3. Cabrillo Isle Marina, San Diego ²		
1976	406	38.0
2005	404	39.4
4. Dana Point Marina, Dana Point		
1969 ³	1,467	33.0
Proposed ¹	1,285	33.4
5. Sunset Aquatic Park, Huntington Beach ³		
Before Reconfiguration	252	30.5
After Reconfiguration	237	32.8
6. Peter's Landing Marina, Huntington Beach ³		
Before Reconfiguration	300	39.0
After Reconfiguration	286	40.5
7. Long Beach Downtown Marinas, Long Beach ²		
Before Reconfiguration	1,769	35.9
After Reconfiguration	1,679	36.7
8. Alamitos Bay Marina, Long Beach ²		
Existing	1,997	31.5
Proposed	1,647	35.8
9. Cabrillo Marina, San Pedro ²		
Mid 1980's	882	35.6
10. Cabrillo Way Marina, San Pedro		
Existing ³	625	34.3
Proposed ²	697	45.6
11. Port Royal, Redondo Beach ²		
1960	336	29.8

Source: ¹ Noble Consultants, Inc. (NCI), Construction Drawings.

County of Los Angeles, Department of Beaches and Harbors.
 (NCI calculated from data received from various marina developers.)
 Williams-Kuebelbeck & Associates (2004) Study.

⁴ Berthing Study, California Association of Harbor Masters and Port Captains, March 2006, excerpt on San Francisco Marina facilities.

Table 5. Comparison of Average Slip Length for MDR and Other Marinas (Cont.)

Marinas	Total Slips	Average Slip Length (Feet)
Marina del Rey		
2008	4,731	33.9
Proposed	4,255	36.4
Average of 13 Other Marinas with Reconstructed Slips		
Before	8,903	33.6
After	8,293	38.0
12. Anacapa Isle Marina, Oxnard ²		
1974	504	30.2
1987	389	33.4
13. Bahia Marina, Oxnard ²		
1973	70	38.0
2009	82	52.8
14. Peninsula Marina, Oxnard ²		
1970	341	33.7
2009	292	47.3
15. Ventura Isle Marina, Ventura ²		
1973	625	31.5
1992	519	38.8
16. Treasure Isle Marina, San Francisco ²		
1950	105	31.5
2009	403	41.8
17. Ballena Isle Marina, Alameda ²		•
1974	442	34.5
2010	373	43.8
18. Pier 39, San Francisco ⁴		
Existing	299	41.4
19. San Francisco Marina, San Francisco⁴		
Existing	657	30.4
20. South Beach Harbor, San Francisco ⁴		
Existing	757	34.9
21. Martinez Marina, Martinez ²		
1968	340	32.6
22. Ko Olina Marina, Honolulu ²		
2002	336	45.4
23. Iroquois Point, Honolulu ²		
1970	34	32.4

Source: 1 Noble Consultants, Inc. (NCI), Construction Drawings.

County of Los Angeles, Department of Beaches and Harbors.
 (NCI calculated from data received from various marina developers.)

³ Williams-Kuebelbeck & Associates (2004) Study.

⁴ Berthing Study, California Association of Harbor Masters and Port Captains, March 2006, excerpt on San Francisco Marina facilities.

Table 6. Marina del Rey Slips vs. 13 Other Marina Slips

Marina	Marina del Rey	13 Other Marinas
Before Total Slips	4,731	8,903
After Total Slips	4,255	8,293
Percentage Reduction	-10.1%	-6.9%
Before Average Slip Length	33.9'	33.6′
After Average Slip Length	36.4'	38.0′
Percentage Increase	+7.4%	+13.4%



Table 7. Berth Length Distributions for MDR and Other Marinas

Marinas						78.	Slip Length	أع				
		.0€⇒	31'-35	36-40	41.45	46:-50*	51'-55'	56:-60'	6165	.02-:99	2	Total
Marina del Bay	2008	51.0%	18.8%	14.2%	5.3%	4.7%	1.6%	2.6%	%9'0	0.5%	0.5%	100%
Marina del Rev	Proposed	38.6%	20.1%	18.8%	8.4%	6.2%	2.1%	3.3%	%60	0.8%	0.7%	100%
Sunroad Marina San Diano	1987	8.3%	17.5%	24.3%	27.3%	17.3%	3.8%	%0.0	1.5%	0.0%	%0:0	100%
CVM. Chula Meta San Diego	1990	31.1%	33.9%	12.4%	12.1%	5.1%	4.5%	0.0%	0.6%	%0.0	0.3%	100%
Cabrillo Isla Marina San Diego	2005	17.6%	42.8%	11.1%	10.9%	10.4%	%0.0	12%	0.5%	1.5%	4.0%	-3/001
Dana Point Manna Dana Point	Proposed1	29.6%	15.6%	13.0%	4.1%	1.5%	1.6%	2.6%	1.1%	0.8%	0.3%	400%
Sunset Agratic Park Huntington Beach	After Reconfig.	46.8%	43.9%	3.0%	2.1%	4.2%	0.0%	%0.0	%00	%0.0	%0.0	100%
Long Reach Downtown Marinas Long Beach	After Reconfig.	33.1%	26.7%	24.2%	9.2%	4.6%	0.0%	2.1%	%0.0	%0:0	%0.0	100%
Alamine Bay Marina one Beach	Proposed	39.3%	19.1%	23.1%	5.9%	8.3%	0.2%	2.2%	%0:0	0.8%	%6:0	100%
Cabrillo Marina San Dadro	Mid 1980's	57.9%	%0:0	31.9%	0.0%	6.5%	0.0%	2.7%	0.0%	%8'0	0.2%	100%
Cabrillo Marina San Padro	Proposed	18.8%	13.6%	15.5%	17.5%	11.0%	8.5%	6.3%	%0:0	4.3%	4.4%	100%
Dort Royal Redondo Beach	1960	81.5%	7.7%	8.0%	%0.0	0.0%	1.5%	0:0%	0.6%	0.3%	0.3%	100%
Anacana Isla Marina Oxnard	1987	52.9%	22.1%	%1.7	7.5%	6.7%	0.0%	3.1%	0.0%	0.0%	%0:0	+100%
Robio Marina Oynard	2009	%0.0	%0:0	19.5%	24.4%	24.4%	1.2%	22.0%	12%	1.2%	%0.9	100%
Daniseda Marina, Ovean	2009	2.7%	13.4%	21.2%	18.2%	15.8%	12.7%	7.5%	4.5%	2.1%	2.0%	100%
Ventura Isla Marioa Ventura	1992	30.4%	19.5%	18.1%	12.7%	10.4%	4.0%	3.5%	1.2%	0.2%	0.0%	100%
Treasure isle Marine San Francisco	2009	25.8%	15.6%	15.9%	15.4%	11.7%	0.0%	%6.6	0.0%	5.7%	%0.0	100%
Ballena Isle Marina: Alameda	2010	0.8%	29.2%	22.8%	0.0%	36.5%	0.0%	8,3%	0.0%	1.3%	1.1%	100%
Pier 39 San Francisco	Existing	%2:0	0.0%	66.6%	8.0%	21.4%	%0.0	2.3%	%0:0	%0.0	4:0%	100%
San Francisco Marina. San Francisco	Existing	63.7%	13.7%	11.4%	3.8%	2.6%	0.0%	4.0%	%0 °0	0.0%	%6.0	100%
South Beach Harhor San Francisco	Existing	32.8%	26.4%	13.2%	13.2%	13.2%	0.0%	0.5%	%0.0	0.3%	0.4%	100%
Martinas Marines	1968	45.1%	34.4%	13.8%	%8.9	0.0%	%0.0	%0.0	0:0%	%0:0	%0.0	100%
Ko Olina Marina Honolish	2002	20.5%	11.3%	17.0%	%5.6	20.5%	1.8%	8.9%	3.0%	4.5%	3.0%	100%
Iroquois Point Honolulu	1970	47.1%	35.3%	17.6%	%0.0	%0:0	%0:0	%0'0	%0:0	0.0%	%0.0	100%
Average		33.6%	20.0%	18.5%	9.3%	10.1%	1.8%	3.9%	0.7%	1.0%	4.1%	400%

VI MARINA DEL REY RECONFIGURED MARINAS AND PROPOSED MARINA RECONFIGURATIONS

Both the Del Rey Yacht Club (Parcel 30) and the California Yacht Club (Parcel 132) were reconfigured with additional rows of boat berth slips added into the main channel prior to 1999 as shown in Table 1. Also the Villa del Mar Marina (Parcel 13), the Dolphin Marina (Parcel 18) and the Windward Yacht Center (Parcel 54) were reconfigured either prior to or by 1999. The following four marinas were reconfigured after the year 1999:

- Parcel 12: Deauville Marina (completed 2008)
- Parcel 20: Panay Way Marina (completed 2006)
- Parcel 111: Marina Harbor Apts. & Anchorage (completed 2006)
- Parcel 112: Marina Harbor Apts. & Anchorage (completed 2004)

Figure C-1 in Appendix C presents the distribution of the individual slip lengths for these four marinas for both before their reconfiguration (1999) and after their reconfiguration (2008) as compared to the distribution for the Marina del Rey combined marinas for the existing (2008) condition. Figure C-2 through Figure C-5 present the slip size distribution for Parcels 12, 20, 111 and 112, respectively in bar graph format for 1999 (prior to reconfiguration) versus 2008 (after reconfiguration).

The current Marina del Rey marinas proposed for reconfiguration consist of the following eight marinas (see Table 1):

- Parcel 8: The Bay Club Apts. & Marina (231 slips to 207 slips)
- Parcel 10: Neptune Marina (184 slips to 161 slips)
- Parcel 15: Bar Harbor Marina (215 slips to 225 slips)
- Parcel 21: Holiday Harbor Marina (183 slips to 92 slips)
- Parcel 42/43: Marina del Rey Hotel (349 slips to 277 slips)
- Parcel 44: Pier 44 (232 slips to 143 slips)
- Parcel 45/47: Burton Chace Park (332 slips to 188 slips)
- Parcel 125: Marina City Club (316 slips to 273 slips)

Of the above eight proposed marina reconfigurations Parcel 15 has already received final approval while the other seven are in various stages of the approval process.

Figure C-6 and Figure C-7 present the distribution of the individual slip lengths for the current eight proposed marina reconfigurations for both their existing (2008) configuration and their proposed reconfiguration as compared to the distribution for the Marina del Rey combined marinas for the existing (2008) condition. Figure C-8 through Figure C-15 present the slip size distribution for these eight marinas, respectively in bar graph format for 2008 (existing configuration) versus proposed (proposed reconfiguration).

Table 8 presents the berth length distributions for the 7 reconfigured marinas since 1989 and the proposed 8 marinas to be reconfigured as shown in Table 1. The Del Rey Yacht Club (Parcel 30) and the California Yacht Club (Parcel 132) were not included since both of these facilities received permission to add additional slips into the main channel versus being reconfigured, and these additional slips were added prior to 1989. Table 8 presents berth lengths in five foot increments from 30 feet to 70 feet with the 30 feet increment including all berths of 30 feet or less and the 70 feet increment including all berths of more than 70 feet in length. This table also includes the berth length distributions for all of the listed 15 reconfigured and proposed reconfigured marinas when combined (Averaged-bottom row of table) as well as for all of the marinas listed in Table 1 for Marina del Rey for both the existing condition (2008) and the proposed reconfigured condition (Proposed) (top 2 rows of table). It shows that the averaged berth length distribution for the listed 15 reconfigured and proposed reconfigured marinas is almost the same as for the proposed condition for all of the Marina del Rey marinas.

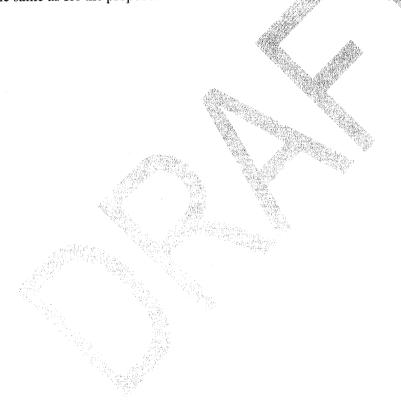


Table 8. Berth Length Distributions for Reconfigured and Proposed Reconfigured MDR Marinas

Darrol	Marina Name	Reconfiguration					9,	Slip Length					
2		&/or Replacement	<=30.	31.35	36.40	41.45	46:-50	51'-55'	-2660	6165	.0299	>70.	Total
	Moring Apt Day	2008	51.0%	18.8%	14.2%	5.3%	4.7%	1.6%	2.6%	%9.0	0.5%	0.5%	100%
Overall	Marina del Rev	Proposed	38.5%	20.2%	18.8%	8.4%	6.2%	2.1%	3.3%	%6:0	0.8%	0.7%	100%
OVEI 4	Dow Click Ante & Marina	Pronosed	29.5%	40.6%	18.8%	7.2%	3,4%	%0:0	0.5%	%0.0	%0.0	%0:0	4001
	Day Cittle April of mainta	Proposed	58.4%	28.0%	13.7%	%0:0	0.0%	%0.0	0.0%	0.0%	%0.0	%0:0	100%
2 5	Desiville Marina	Completed 2008	0.0%	13.9%	24.5%	26.9%	20.4%	8.3%	3.2%	%0:0	2.8%	0.0%	100%
ž .	Villa del Mar Marina	Completed 1989	0.0%	17.7%	39.2%	19.4%	19.4%	0.0%	%0.0	4.3%	0.0%	%0.0	100%
ā ţ	Bar Harbor Marina	Proposed	68.4%	26.7%	4.9%	%0:0	0.0%	%0.0	0.0%	%0.0	%0.0	%0.0	100%
2 9	Dolphin Marina	Completed 1999	62.7%	9.7%	87.6	6.1%	4.2%	2.6%	5.2%	0.2%	%0.0	%0.0	100%
Ş	Danay Way Marina	Completed 2006	71.8%	15.4%	1.3%	11.4%	0.0%	0.0%	0:0%	0.0%	%00	%0.0	100%
3 3	Unitedan Unches Marins	Pronosed	28.3%	30.4%	22.8%	8.7%	9.8%	0.0%	0.0%	0.0%	0.0%	%0.0	100%
27.07	Merica del Doy Hotel	Pronosed	0.7%	29.2%	19.5%	23.8%	14.4%	1:4%	3.6%	3.6%	3.6%	%0:0	100%
77	Malilia del Ney 1100ci	Proposed	47.6%	14.7%	27.3%	0.0%	%£'L	%0:0	1.4%	0.0%	%0:0	1.4%	100%
45/47	Burton Chace Park	Proposed	33.5%	2.1%	51.6%	10.1%	0.5%	%0.0	0.0%	0.5%	%0'0	1.6%	100%
5.4	Windward Yacht Center	Completed 1997	7.5%	0.0%	43.4%	13.2%	9.4%	18.9%	7.5%	%0.0	%0:0	0.0%	100%
1	Marina Harbor Anchorage	Completed 2006	42.9%	%6.0	15.2%	%0.0	7.1%	%0:0	10.7%	0.0%	13.4%	9.8%	100%
3	Marina Harbor Anchorage	Completed 2004	58.3%	6.3%	12.6%	%0:0	0.0%	%0.0	12:0%	87.8	1.7%	3.4%	100%
ţ	Marina City Club	Proposed	30.8%	22.0%	14.7%	12.8%	%9"9	7.3%	4.4%	0.0%	%0.0	1.5%	100%
Average	Averaged for Reconfigured and Proposed Reconfigured	ed Reconfigured	37.5%	18.1%	19.2%	10:0%	6.8%	2.2%	3.2%	1.0%	12%	%6.0	100%

VII BOAT BERTH SLIP DEMAND

Marina del Rey marina slip vacancy rates were analyzed from data provided by the Los Angeles County Department of Beaches and Harbors (DBH) for those months and years in which we had a complete data set consisting of both slip vacancy count and total available number of slips, both for each slip length category. Then if necessary this data was adjusted to account for the redevelopment of marina parcels during the month in question. Sufficient data was provided to evaluate slip vacancy rates for the years 2003 through 2008. However since each year was based on a different number of months of the required data, each year is plotted as a single vacancy rate based on the average of the available months for each year. Figure 3 presents the results of the analyzed vacancy rates from 2003 through 2008 for the following four slip length categories:

- 18 feet to 25 feet
- 26 feet to 35 feet
- 36 feet to 50 feet
- Over 50 feet

This figure shows that boat slip lengths in the 36 feet to 50 feet and in the over 50 feet categories have the lowest vacancy rates which are in the one-half to two percent vacancy rate range, while slip lengths of 18 feet to 25 feet have the highest vacancy rates which are in the four to eight percent range, and slip lengths of 26 feet to 35 feet are in the two to four percent vacancy rate range. In addition, other reports such as the Williams-Kuebelbeck (2004) report, "Marina del Rey-Boat Slip Sizing and Pricing Study Update" have reported that based on interviews with southern California marina owners and managers the major portion of vacancies are in the smaller slip sizes of under 30 feet in length, and that when analyzing slip vacancy rates for Marina del Rey from 2001 through 2003 the majority of vacancies were in slip lengths of 35 feet and under as market trends had indicated in prior analysis, and which is supported in Figure 3.

The reduction of boat berth slip lengths of 30 feet and less during the replacement and reconfiguration of marinas within Marina del Rey is being offset with the proposed increase from 817 to 1088 in dry boat storage spaces as shown in Table 3. In addition, there is a portion of these smaller boats that are now being stored on trailers offsite of Marina del Rey that will be launched from boat launch ramp facilities when used.

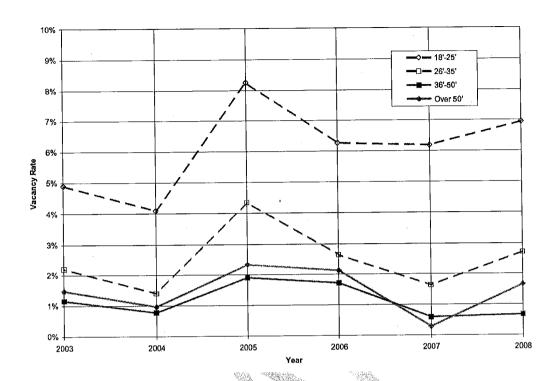


Figure 3. Marina del Rey Slip Vacancy Rates

Also, the national boat registration, which includes documented U.S. Coast Guard vessels, was available from the "2007 Recreational Boating Statistical Abstract" published by the National Marine Manufacturers Association for vessel length categories for the years 1996 through 2007.

Table 9 presents these vessel registrations for the following vessel length categories:

- Under 16 feet
- 16 feet to less than 26 feet
- 26 feet to less than 40 feet
- 40 feet and larger

In Table 10 we used 1996 as the base year and then calculated the percentage change for each year and vessel length category as compared to the 1996 base year. Review of the percentage changes in vessel registration for the year 2007 illustrates that the largest percentage changes occurred for vessels of 26 feet to less than 40 feet and for 40 feet and larger. Even though the vessel length category did not sub-divide the 26 feet to less than 40 feet and the 40 feet and larger categories, review of this table would suggest that the larger size vessels have the higher percentage increase in vessel registrations.



Table 9. Boat Registration Number Change by Size Categories

V	Lindor 16'	16' to less than 26'	26' to less than 40'	40' and larger	Total
Year	Under 16'			79,156	11,966,627
2007	5,098,637	6,233,126	555,708		
2006	5,068,951	6,174,973	482,536	75,959	11,802,419
2005	5,221,276	6,221,554	478,869	77,029	11,998,728
2004	5,279,622	6,054,768	469,159	75,234	11,878,783
2003	5,376,481	6,004,243	458,356	69,081	11,908,161
2002	5,440,271	5,910,367	500,388	67,662	11,918,688
2001	5,708,068	5,868,223	446,186	67,516	12,089,993
2000	5,447,271	5,679,180	428,083	64,235	11,618,769
1999	5,636,128	5,678,516	418,018	58,407	11,791,069
1998	5,665,230	5,514,957	401,086	56,139	11,637,412
1997	5,767,114	5,380,784	388,471	54,794	11,591,163
1996	5,073,753	5,006,527	317,082	47,039	10,444,401

Table 10. Boat Registration Number Change by Size Categories

Year	Under 16'	16' to less than 26'	26' to less than 40'	40' and larger	Total
2007	0.5%	24.5%	75.3%	68.3%	14.6%
2006	-0.1%	23.3%	52.2%	61.5%	13.0%
2005	2.9%	24.3%	51.0%	63.8%	14.9%
2004	4.1%	20.9%	48.0%	59.9%	13.7%
2003	6.0%	19.9%	44.6%	46.9%	14.0%
2002	7.2%	18.1%	57.8%	43.8%	14.1%
2001	12.5%	17.2%	40.7%	43.5%	15.8%
2000	7,4%	13,4%	35.0%	36.6%	11.2%
1999	11,1%	13,4%	31.8%	24.2%	12.9%
1998	11.7%	10.2%	26.5%	19.3%	11.4%
1997	13.7%	7.5%	22.5%	16.5%	11.0%
1996	0.0%	0.0%	0.0%	0.0%	0.0%

VIII CALIFORNIA DEPARTMENT OF BOATING AND WATERWAYS' MARINA DESIGN GUIDELINES

The first marina dock guidelines published by the California Department of Boating and Waterways (DBAW) that presented dimensional layout criteria for floating dock marinas was the January 1980 "Layout and Design Guidelines for Small Craft Berthing Facilities". DBAW republished this guideline over the years without including a new date. Then in July 2005 DBAW completely replaced this guideline with the currently available guidelines which is posted on their website and is titled, "Layout and Design Guidelines for Marina Berthing Facilities". Figure 4 plots the DBAW clear width criteria based on single berth slips for berth lengths from 20 feet to 80 feet, for both the 1980 and 2005 guidelines, and for both power boats and sail boats. This figure indicates that there has been no change in the DBAW criteria from 1980 to 2005 since the minor differences in the figure are simply numerical rounding differences in the equations now used in the 2005 guidelines.

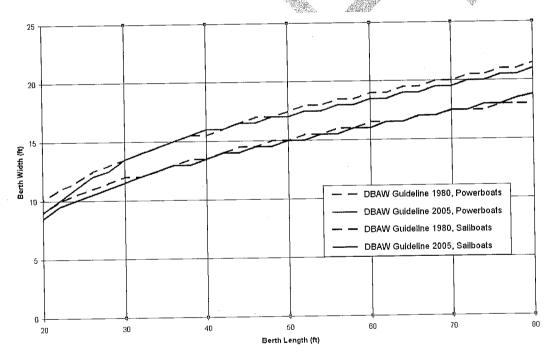


Figure 4. DBAW Slip Clear Width Guidelines Based on Single Berths

Table 11 tabulates other dock dimensional criteria for the 1980 and 2005 DBAW guidelines. This table presents the minimum finger dock width criteria and the fairway width criteria for boat maneuvering during berthing between adjacent dock headwalks containing boat berths. Again, this table shows no change between the two guidelines other than the 2005 guidelines increases the minimum width criteria for the longer finger

docks specified in the 2005 guidelines, and the 2005 guidelines also now includes criteria pertaining to ADAAG 15.2 and ADA-ABA 1003 "Accessible Boating Facilities".

Table 11. DBAW Guidelines for Dock Fingerfloat Widths and Fairway Widths

Marina Dock Fingerfloat Widths

DBAW Gu	idelines 1980	DBAW Gui	delines 2005
Length	Min. Width	Length	Min. Width
Up to 20'	2.5'	Below 20'	2.5'
21'-35'	3.0'	20' - 35'	3.0'
36'-60'	4.0'	36' - 59'	4.0'
61' & up	5.0'	60' - 79'	5.0'
		80' & Over	6.0'
		120' & Over	8.0'
		Accessible Fingerfloats	5.0'

Marina Fairway Widths

DBAW	/ Guidelines 1980	DBAW	Guidelines 2005
w/o Side Ties	w/ Side Ties	w/o Side Ties	w/ Side Ties
1.75 L _b	1.50L _{bb}	1.75 L _b	1.50L _{bb}

 L_b = length of longest berth perpendicular to the fairway

L_{bb} = length of longest boat side-tied parallel to the fairway

Prior to the DBAW January 1980 guidelines numerous other marina and small craft harbor technical references were available that contained various recommendations. Several of these references have been included in the reference section of this report. In the review of marinas dating back to the late 1950s and early 1960s the marina dock layout criteria varied depending on the site conditions, local market, developer and engineer. In numerous cases the criteria was less than that presented by DBAW while in other cases the criteria was similar to that presented by DBAW.

Detailed data was obtained from both the Marina del Rey dock masters and the Department of Beaches and Harbors pertaining to the existing slip clear widths versus slip lengths for single berthed and double berthed boats, for many of the Marina del Rey marinas. This data for the single berthed boats was plotted and is presented in Figure 5 and Figure 6. Figure 5 presents those marina parcels and the Sunroad Marina in San Diego that generally but not always meets the DBAW criteria for power boats, while Figure 6 presents those marina parcels that generally are between the DBAW power and sail boat criteria, but in many cases are even under the sail boat criteria.

Review of Figure 6 shows that the marinas not meeting the DBAW slip clear width criteria for power boats, and in many cases not even for sail boats, were for marinas constructed in the 1960s/1970s that have not been reconstructed. Parcel 18 (Dolphin Marina) and Parcel 20 (Panway Marina) were only reconstructed in 1999 and 2006 without being reconfigured, and Parcel 132 (California Yacht Club) only included the added slips in 1985 within the main channel. Figure 5 shows that two of the marinas constructed in the 1960s generally meet the DBAW power boat criteria, but not always. These two figures illustrate that many of the existing marina boat berth slips currently do no meet 50 percent of the power boat and 50 percent of the sail boat slip clear width criteria. Therefore, when upcoming marinas are reconfigured in order to meet this criteria it will result in the loss of some slips even before increasing the average length of the slip.

Figure 7 presents the available number of boat berths per acre of available water area per average berth slip length when meeting the DBAW criteria for slip clear width, fairway width, finger dock width and main walkway width. This is based on meeting 50 percent power boat slips clear width criteria and 50 percent sail boat slip clear width criteria. When utilizing this curve for the existing average berth length of 33.9 feet for Marina del Rey (see Table 2 for 2008) and comparing it to the proposed average berth length of 36.4 feet for Marina del Rey it shows that there would be a reduction from 40 berths per acre to 34 berths per acre, or a 15 percent reduction in boat berths. Table 2 shows a reduction in total number of slips from 4,731 to 4,255, which is a 10 percent reduction in boat berths. Therefore, a reduction in the total number of slips is necessary in order to increase the average slip length and to meet the DBAW marina berthing guidelines.

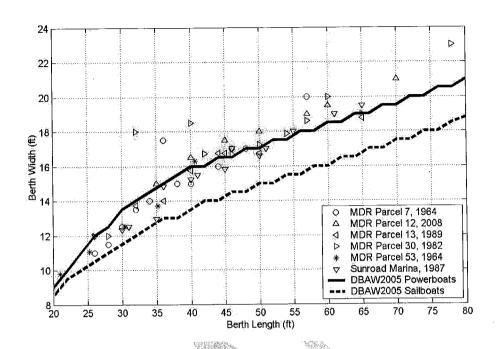


Figure 5. Slip Widths for MDR Parcels Similar to DBAW Powerboat Criteria

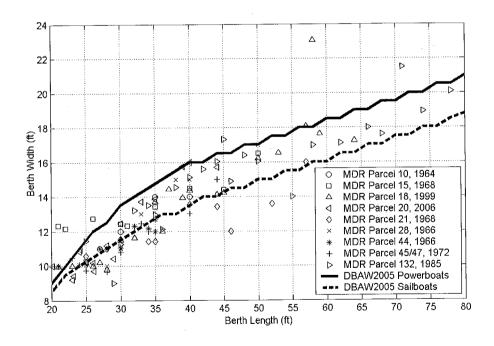


Figure 6. Slip Widths for MDR Parcels Narrower than DBAW Powerboat Criteria

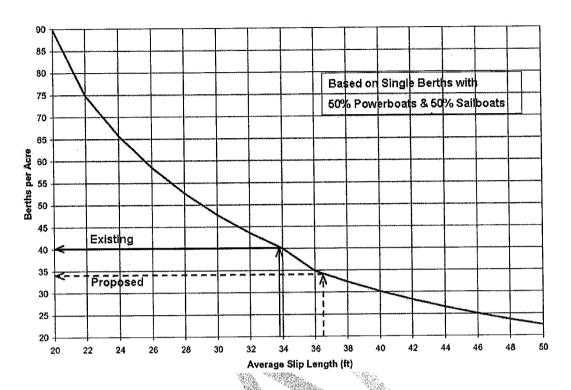


Figure 7. Boat Berths per Acre vs. Slip Length

IX BOAT INDUSTRY VESSEL LENGTH VERSUS BEAM

Numerous boating manufacturers references were reviewed for both power and sail boats from 1960 through 2008 in order to obtain data on vessel length versus vessel beam. References included various past boating magazines, journals and publications, boating data within Noble Consultants files, and numerous internet searches. This data has been plotted in Figure 8 and inFigure 9, and includes a best fit curve line for the 1960's data, the 1983 data and the 2000's data in Figure 8 for power boats, and includes a best fit curve line for the 1960's data and 2000's data in Figure 9 for sail boats. Figure 8 shows that the beam width for vessels steadily increases, on average, for power boats of 48 feet and longer when comparing today's vessel with the 1960's vessel, and for power boats of 40 feet and longer when comparing today's vessel with the 1983's vessel. This average beam width increase is almost four feet for an 80 feet long vessel and is a one foot increase for a 55 feet long vessel when comparing today's vessel with the 1960's vessel. When comparing sail boats, Figure 9 shows an average beam width increase of one to two feet for all vessel lengths shown (25 feet to 65 feet).

These two figures clearly show that boat beams have increased by an average of about two feet for sail boats berthed at Marina del Rey and up to four feet for power boats since

the 1960's. Therefore, all presently proposed and future proposed reconfigured Marina del Rey marinas should conform to the DBAW slip clear width guidelines for both power boats and sail boats. This will result in a reduction of the total number of slips for the reconfigured slips for marinas not currently meeting the DBAW criteria.



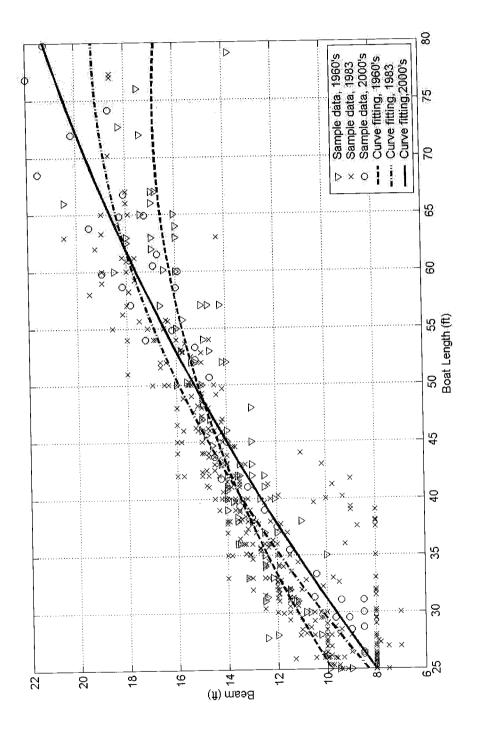


Figure 8. Boat Beam vs. Boat Length Variation for Power Boats 1960-2008

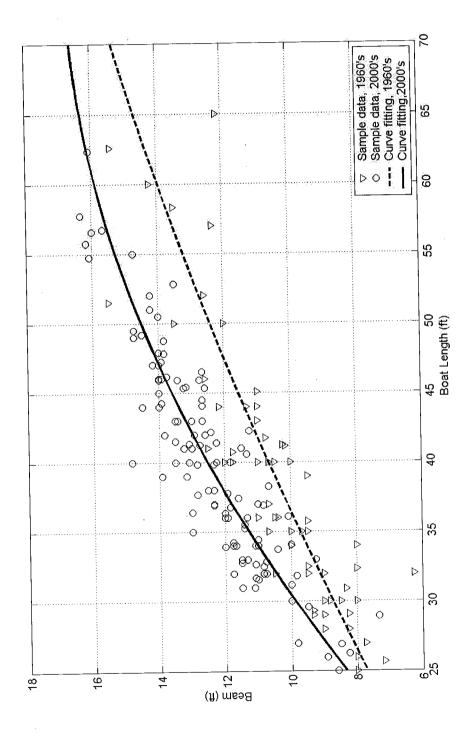


Figure 9. Boat Beam vs. Boat Length Variation for Sail Boats 1960-2008

X RECOMMENDED BOAT BERTH DISTRIBUTION FOR MARINA DEL REY MARINA RECONFIGURATIONS

In order to have consistent guidelines for the marinas within Marina del Rey that are being replaced and reconfigured, due to their age and in order to better accommodate the current market demand for berth sizes and support boating activities for the next 40 years, recommendations are presented to support the Department of Beaches and Harbors in the review and approval process. These recommendations pertain to slip size distribution, minimum size of slip, total slip count, floating dock layout dimensions, distribution of slip clear widths to accommodate sail boats versus power boats, accessible boating criteria, and dry boat storage.

Boat Berth Slip Length Distribution

Two recommended boat berth slip length distributions are shown in Table 12. The first distribution is recommended for all marinas combined in Marina del Rey that are listed in Table 1. Therefore, as individual marinas are reconfigured the individual reconfigured marina boat slip size distribution when added to all other marina boat slip size distributions should not exceed the recommended slip size distribution shown in Table 12 for all Marina del Rey marinas combined. In addition, the average marina slip length for all marinas combined should not exceed 40 feet unless there is justification.

The second distribution shown in Table 12 is recommended as the maximum case boat slip size distribution for an individual reconfigured marina. This distribution is recommended in order to accommodate those reconfigured marinas where additional boat berth slips of 30 feet or less in length are not justified, therefore resulting in a higher percentage of slips in the 31 feet to 50 feet length. The average slip length for this distribution should not exceed 44 feet unless there is justification.

The above slip length distributions and average slip lengths should not be considered absolute since there may be some marinas that have sufficient reason to exceed these recommendations while others are below these recommendations. The individual marinas being reconfigured need to consider their physical and financial conditions relevant to their parcel location and shape, along with market demand, in addition to conforming with the overall Marina del Rey guidelines. When the current proposed eight marina reconfigurations are added to the other existing Marina del Rey marinas (Proposed condition shown in Table 7), the combined slip length distribution and average slip length are both below the above recommendations. This is also true when combining only the 15 reconfigured and proposed reconfigured marinas shown in Table 8.

Table 12. Recommended MDR Boat Slip Size Distributions

Berth Length	Combined	Maximum Case
(feet)	Percentage for all	Percentage for
	MDR Marinas	Individual Marina
≤ 30'	30%	0%
31' – 35'	20%	30%
36' – 40'	19%	25%
41' – 45'	10%	20%
46' – 50'	10%	14%
> 50'	11%	11%
Total	100%	100%

Minimum Slip Size

It is recommended that the minimum slip length be 30 feet. In addition, it is recommended that only single boat berths be utilized since double boat berths are normally only used for slip lengths of 30 feet and less, and are not considered preferable in today's market. There is not sufficient justification to include slips below this length due to reduced market demand, the availability of additional dry boat storage, and the economic cost to construct floating docks. In addition, review of Table 3 show there are currently 2,414 slips in Marina del Rey that are 30 feet or less in length which is 51.0 percent of all slips as shown in Table 7. There are actually additional slips of 30 feet or less in length within Marina del Rey such as in Parcels EE and 48 that are not included within the marinas considered (see Table 1) in this report. Even when using the "proposed condition" shown in Table 3 there are still 1,642 slips of 30 feet in length or less which is still 38.6 percent of all slips (see Table 7).

Total Slip Count

For the marinas considered in this report (see Table 1) the total wet berth slip count is 4,731, with 817 dry boat storage for a total of 5,548 boats as shown in Table 3. Even with the reduction of wet berth slips from 4,731 to 4,255 slips for the "proposed condition" the total wet berth and dry boat storage only reduces from 5,548 to 5,343 boats, a 3.7% reduction, as shown in Table 3. The reduction of the smaller size wet berths, are significantly counted for in the increase of dry boat storage space. For the future it is recommended that this total wet berth plus dry boat storage remain above the 5,000 boat level by as much as possible by either adding additional dry boat storage and/or providing additional wet berth slips by utilizing currently under utilized waterfront space, such as consideration of the "funnel concept" within the main channel and better

utilization of Parcels 55 and 56. It would seem feasible to maintain a total of 5,500 boats (wet berths plus dry boat storage); say 4,400 wet berths plus 1,100 dry boat storage.

Wet boat slips not included within these numbers include 47 existing slips for Parcels EE, 48 and 77, the existing slips in Parcel 1 (Fuel Dock), plus the commercial slips in Parcels 55 and 56. There may also be others not within Marina del Rey not mentioned in this report. In addition, if end tie and inside tie slips are included within the total number of slips this could increase the total slips by up to 10 percent. The proposed reconfiguration of Parcel 45/47 and its reduction in total slips will partially be offset by the proposed reconfiguration of Parcels EE, 48 and 77 as part of this project. This will provide for improved slip utilization in these parcels and will also include a marine boat center and large floating dock facility for small sail and row boats well under 30 feet in length for the proposed reconfiguration of Parcel 77. This has not been accounted for in this report. In addition, the approved reconfiguration and replacement of Parcel 1, the fuel dock, will include an additional approximate 13 boat berths.

Floating Dock Layout Dimensions

It is recommended that the July 2005 DBAW, "Layout and Design Guidelines for Marina Berthing Facilities" be followed for marina dock layout and dimensioning. In addition, the current County guidelines for Marina del Rey should be met. Therefore, reconfigured marinas that currently don't meet the minimum DBAW criteria and County criteria where applicable, for slip clear widths, finger widths, main walkway widths, fairway widths and ADA criteria will result in fewer slips even when the slip size distribution is not increased.

Distribution of Slip Clear Widths

In order to access what the existing distribution of power boats versus sail boats is within Marina del Rey, Google Earth was utilized to view the berthed boats at the time of the aerial photograph for Parcels 7, 18, 42, 45 and 47. It was assumed that these five parcels would provide a reasonable assessment of the distribution between power and sail boats within Marina del Rey. Table 13 tabulates the results of this assessment.

Based on the above results it is recommended that the marina slip clear width requirements be based on 50 percent power boats and 50 percent sail boats unless there is sufficient justification to do otherwise.

Accessible Boating Facilities Criteria

The July 2005 DBAW, "Layout and Design Guidelines for Marina Berthing Facilities" includes Appendix B which is title, "ADAAG 15.2/ADA-ABA 1003 Accessible Boating Facilities". It is recommended that the proposed reconfigured marinas within Marina del Rey abide by these criteria or by County ADA requirements where more stringent, for accessible route (gangways), accessible boat slips, minimum number of boat slips,

distribution of boat slips, minimum finger dock and main dock widths, and other criteria as appropriate.

Table 13. Distribution of Power Boats vs. Sail Boats For Marina del Rey Marinas

Parcel No.	Power Boats (%)	Sail Boats (%)
7	115 (55%)	94 (45%)
18	165 (45%)	119 (55%)
42	92 (45%)	113 (55%)
45	37 (32%)	77 (68%)
47	57 (33%)	114 (67%)
Totals	466 (47.4%)	517 (52.6%)

Currently, we are aware of the following ADA gangways in Marina del Rey.

- Parcel 12 : One ADA Gangway
- Parcel 18: One ADA Gangway
- Parcel 20: One ADA Gangway
- Parcel EE: One ADA Gangway
- Parcel 48: Two ADA Gangways
- Parcel 111: Three ADA Gangways
- Parcel 112: Three ADA Gangways

The only current existing ADA designated slips that we are aware of within Marina del Rey marinas, is for the reconfigured marinas at Parcels 111 and 112, in which the approved plans show 14 ADA slips for 319 total slips, which would exceed the referenced DBAW requirement. The specified DBAW requirement is shown in Table 14, however the County criteria may be more stringent.

Where the number of boat slips is not identified, each 40 feet of boat slip edge provided along the perimeter of the pier shall be counted as one boat slip. Boat slips shall be dispersed throughout the various types of boat slips provided.

Currently we believe that the proposed reconfiguration of the Cabrillo Way Marina in San Pedro by the Port of Los Angeles will meet all DBAW ADA requirements for accessibility of its boating facility. As other marinas are reconfigured and replaced they will undoubtedly need to meet the latest ADA accessibility requirements.

Dry Boat Storage

The existing and proposed dry boat storage is shown in Table 3. Parcel 52/GG will include a very modern, state of the art, dry stack storage facility for approximately 349 boats, with approximately 32 mast-up spaces, plus 4 boat launch elevators and one boat

launch crane, and new floating docks with ADA access for use by the facility operator and its clientele. This dry stack boat facility will replace the mast-up and power boat dry storage at Parcel 77 that will be eliminated. However, the proposed marine center and large floating dock for small sail boats, row boats and boating lessons will be a benefit to the recreational public for the use of small size boats. Additionally, the redevelopment of Parcel 44 will include a dry stack boat facility for 234 boats. Also, not included within this table is dry boat storage at the Del Rey Yacht Club and the California Yacht Club. It is recommended that the County continue to encourage and support the improvement of dry boat storages where suitable. This will accommodate the loss of smaller wet berth slips during the reconfiguration and replacement of marinas.

Table 14. ADA Boat Slips

Total Number of Boat Slips	Minimum Number of Required
Provided in Facility	Accessible Boat Slips
1 to 25	1
26 to 50	2
51 to 100	3
101 to 150	4
151 to 300	5
301 to 400	6
401 to 500	7
501 to 600	8
601 to 700′	9
701 to 800	10
801 to 900	11
901 to 1000	12
1001 and over	12, plus 1 for each 100 or fraction thereof
	over 1000

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XII APPENDIX A: MARINA DEL REY SLIP SIZE DISTRIBUTIONS



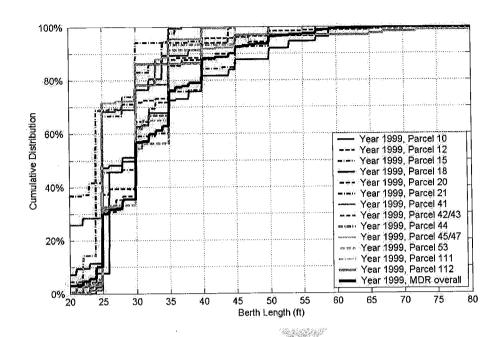


Figure A-1. Cumulative Distribution of Slip Length for MDR Marinas (with Smaller Slips, 1999)

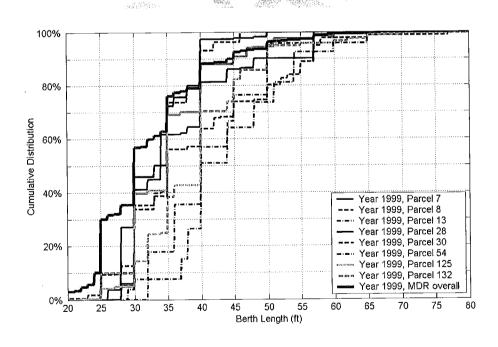


Figure A-2. Cumulative Distribution of Slip Length for MDR Marinas (with Larger Slips, 1999)

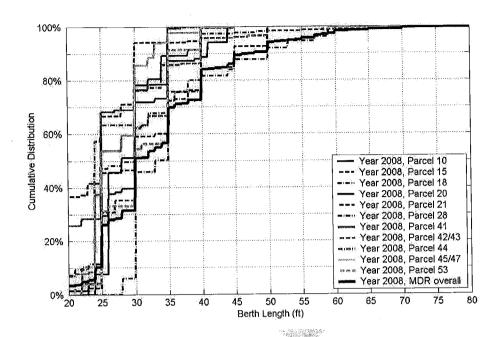


Figure A-3. Cumulative Distribution of Slip Length for MDR Marinas (with Smaller Slips, 2008)

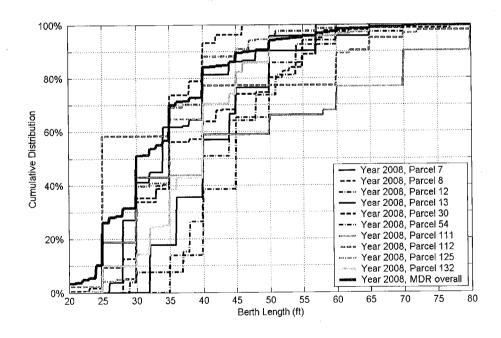


Figure A-4. Cumulative Distribution of Slip Length for MDR Marinas (with Larger Slips, 2008)

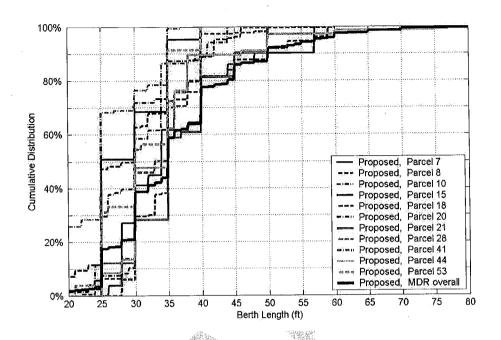


Figure A-5. Cumulative Distribution of Slip Length for MDR Marinas (with Smaller Slips, Proposed)

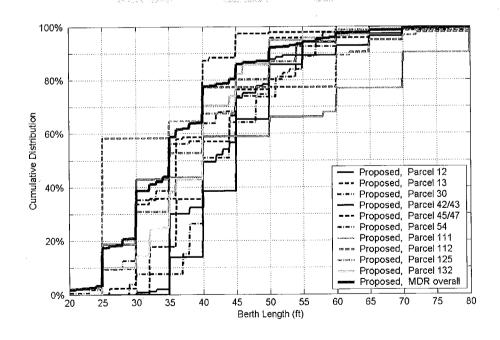


Figure A-6. Cumulative Distribution of Slip Length for MDR Marinas (with Larger Slips, Proposed)

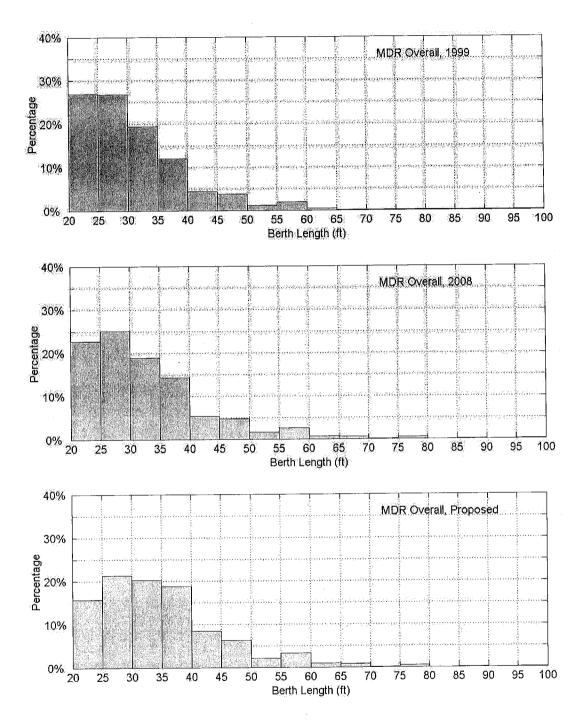


Figure A-7. Slip Size Distribution of MDR between 1999, 2008 and Proposed

XIII APPENDIX B: OTHER MARINA SLIP SIZE DISTRIBUTIONS



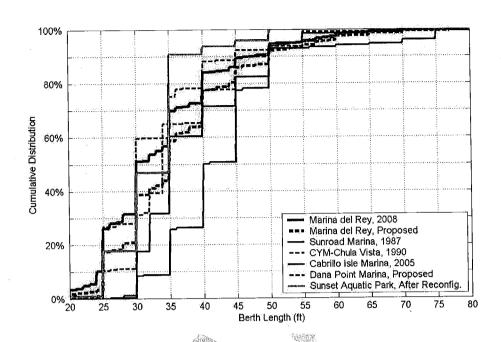


Figure B-1. Cumulative Distributions of Berth Lengths for MDR vs. Other Marinas

- San Diego and Orange Counties

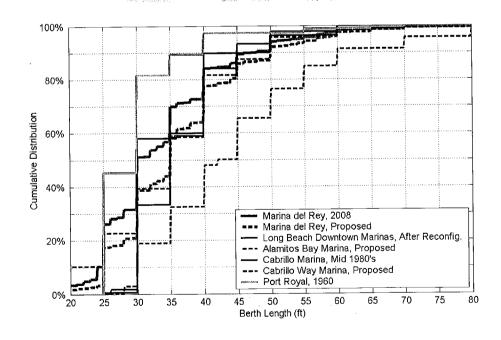


Figure B-2. Cumulative Distributions of Berth Lengths for MDR vs. Other Marinas

- Los Angeles County

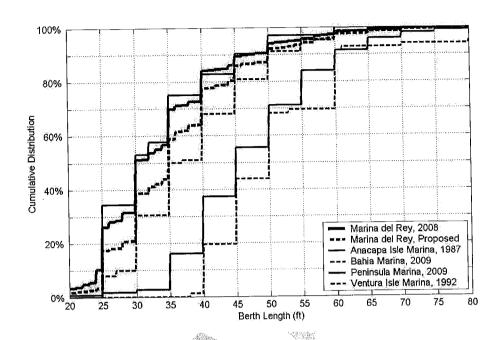


Figure B-3. Cumulative Distributions of Berth Lengths for MDR vs. Other Marinas

- Ventura County

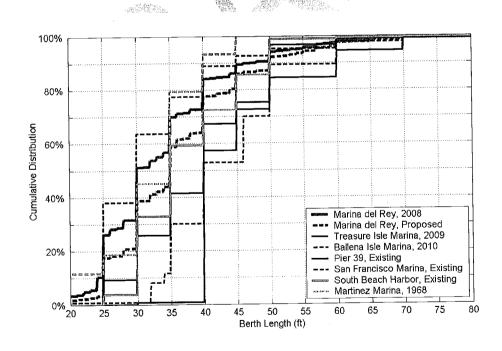


Figure B-4. Cumulative Distributions of Berth Lengths for MDR vs. Other Marinas

– San Francisco Bay

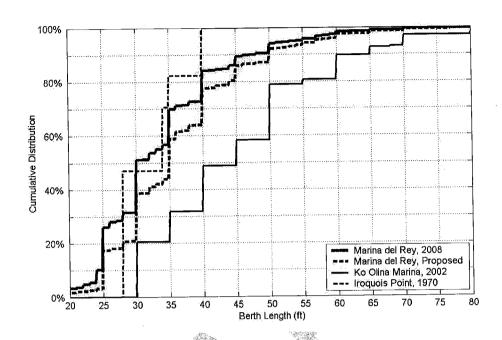


Figure B-5. Cumulative Distributions of Berth Lengths for MDR vs. Other Marinas

-Honolulu

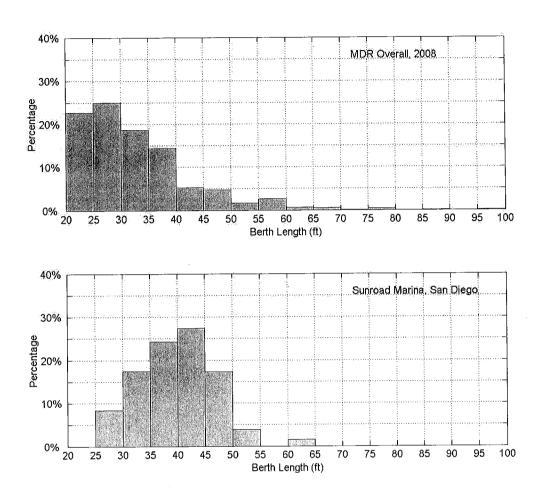
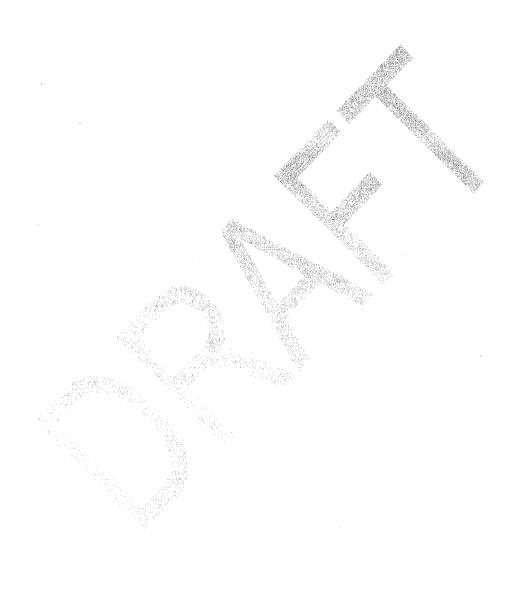


Figure B-6. Slip Length Distribution between MDR and Sunroad Marina

XIV APPENDIX C: MARINA DEL REY RECONFIGURED AND PROPOSED SLIP SIZE DISTRIBUTIONS



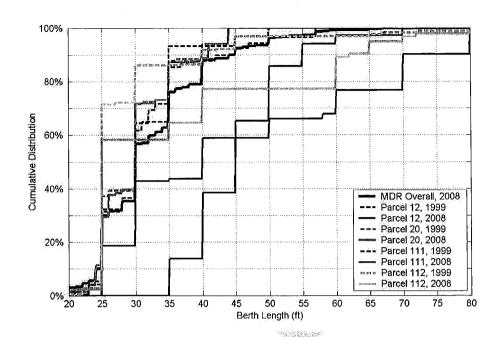


Figure C-1. Cumulative Distributions of Slip Lengths for MDR Marinas: Before and After Reconfiguration

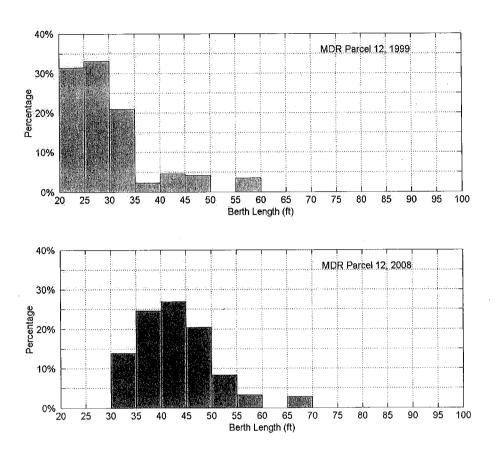


Figure C-2. Slip Length Distribution of MDR Parcel 12 for 1999 and 2008

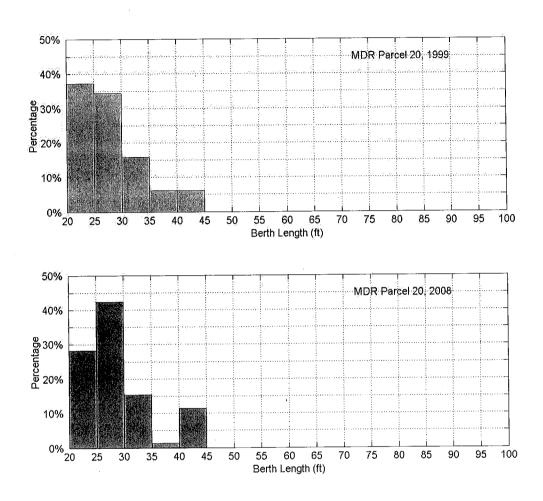


Figure C-3. Slip Length Distribution of MDR Parcel 20 for 1999 and 2008

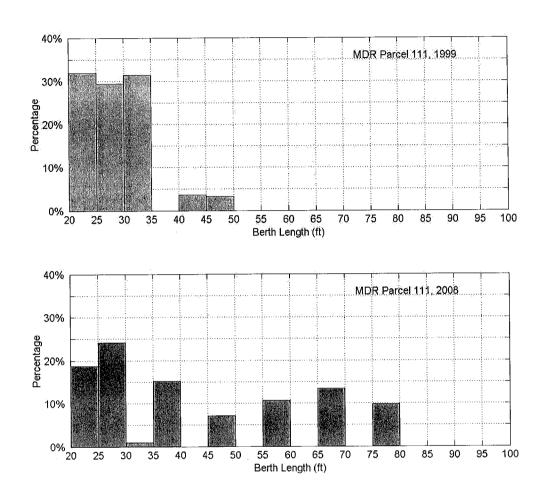


Figure C-4. Slip Length Distribution of MDR Parcel 111 for 1999 and 2008

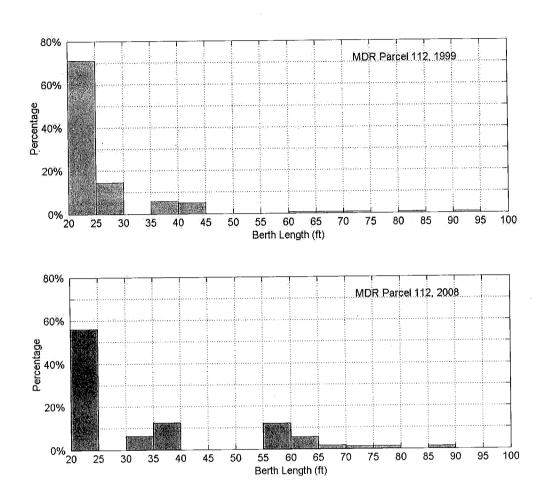


Figure C-5. Slip Length Distribution of MDR Parcel 112 for 1999 and 2008

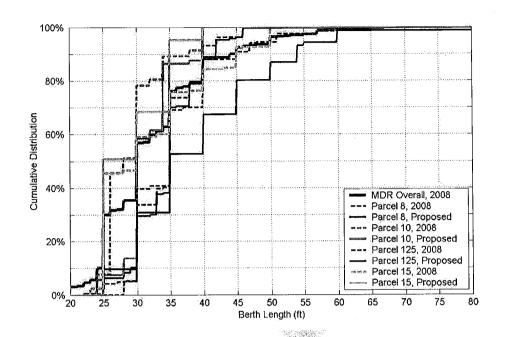


Figure C-6. Cumulative Distributions of Slip Lengths for MDR Marinas: Existing vs. Proposed

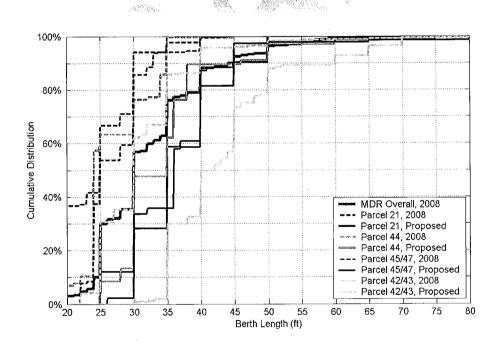


Figure C-7. Cumulative Distributions of Slip Lengths for MDR Marinas:

Existing vs. Proposed

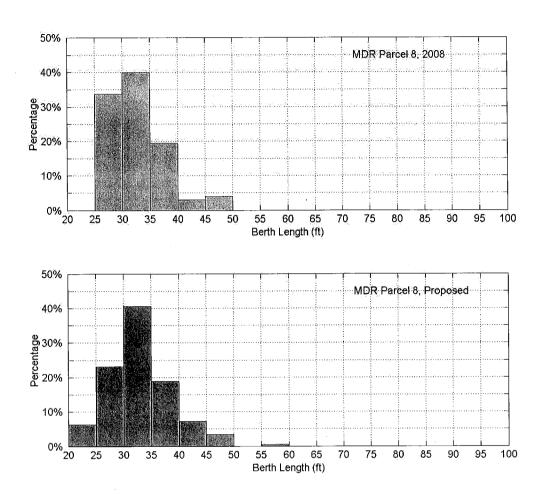


Figure C-8. Slip Length Distribution of MDR Parcel 8: Existing vs. Proposed

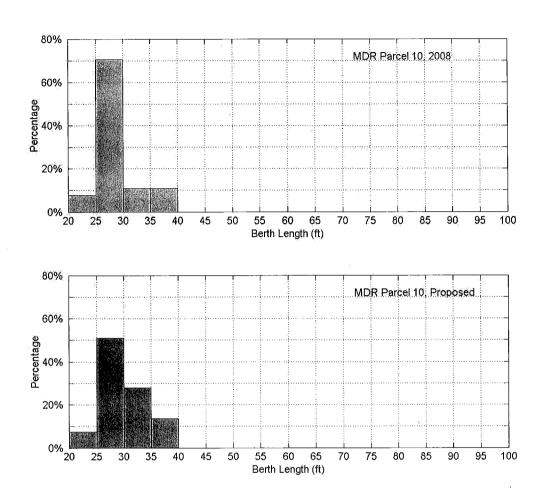


Figure C-9. Slip Length Distribution of MDR Parcel 10: Existing vs. Proposed

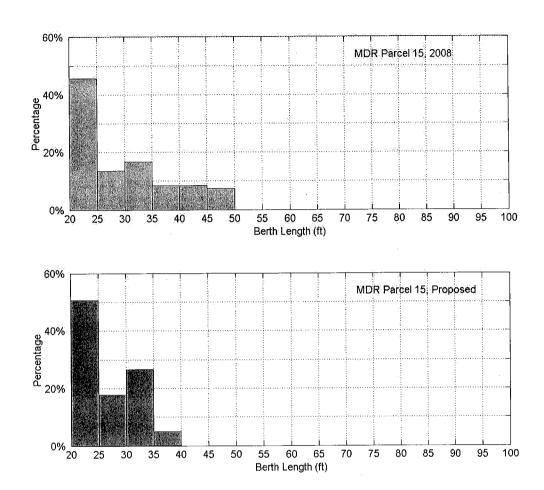


Figure C-10. Slip Length Distribution of MDR Parcel 15: Existing vs. Proposed

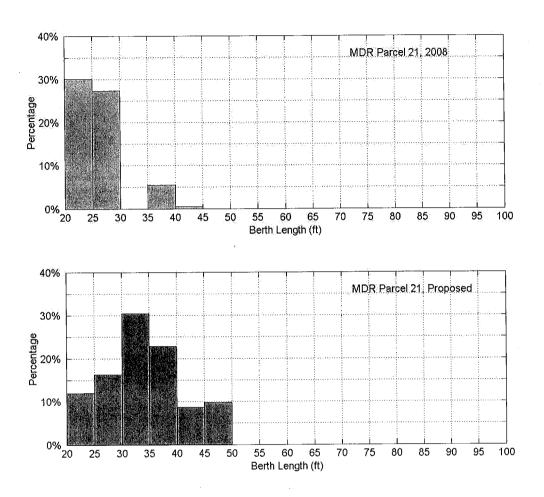


Figure C-11. Slip Length Distribution of MDR Parcel 21: Existing vs. Proposed

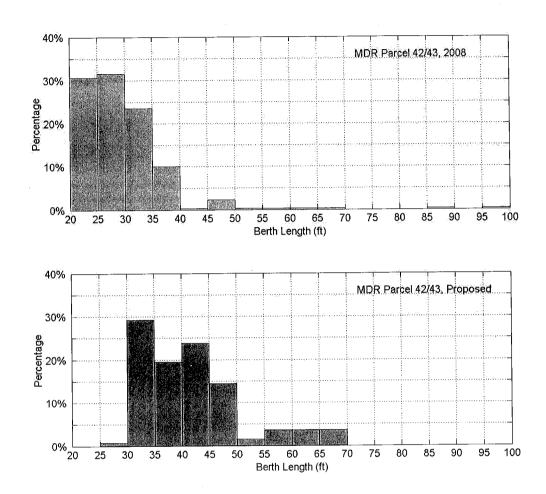


Figure C-12. Slip Length Distribution of MDR Parcel 42/43: Existing vs. Proposed

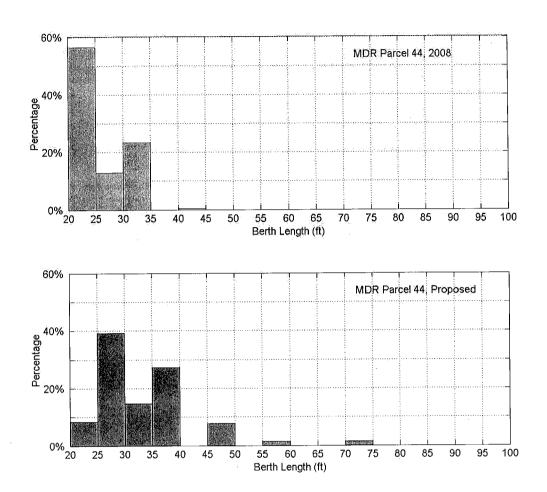


Figure C-13. Slip Length Distribution of MDR Parcel 44: Existing vs. Proposed

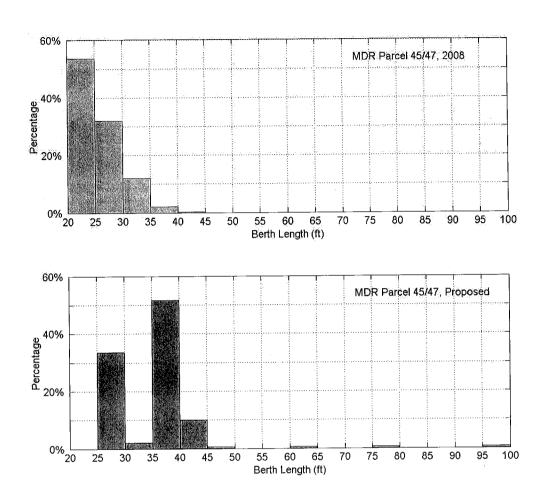


Figure C-14. Slip Length Distribution of MDR Parcel 45/47: Existing vs. Proposed

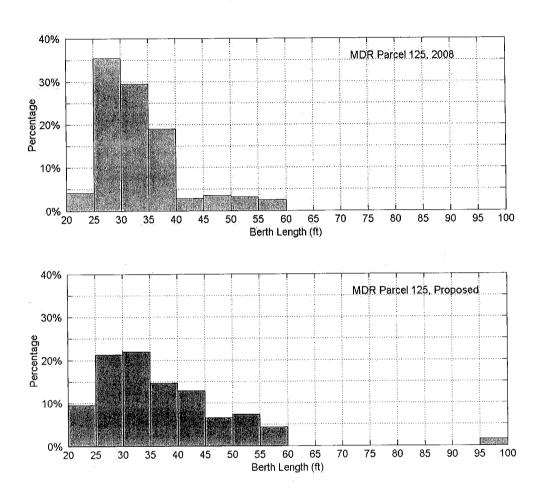


Figure C-15. Slip Length Distribution of MDR Parcel 125: Existing vs. Proposed

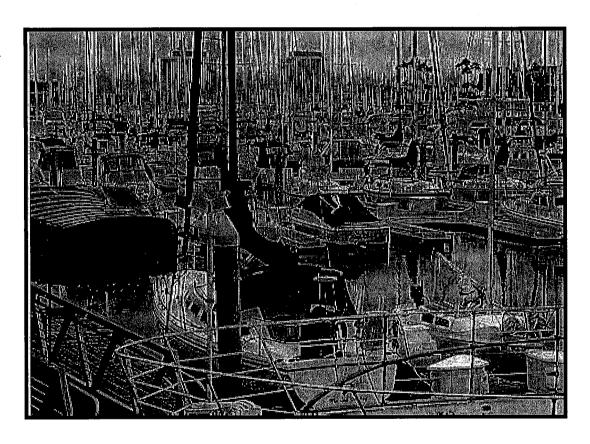


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MARINA DEL REY

SLIP PRICING AND VACANCY STUDY



Prepared For

Los Angeles County

Department of Beaches and Harbors

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FINAL DRAFT FOR PUBLIC REVIEW - SUBJECT TO CHANGE



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APPENDICES

APPENDIX A - Slip Pricing and Patterns in Marina del Rey

APPENDIX B – Slip Pricing and Patterns in Other Southern California Marinas

APPENDIX C - Slip Vacancy and Patterns in Marina del Rey



INTRODUCTION

At your request and with your prior authorization, Allan D. Kotin & Associates (ADK&A) has undertaken to update and expand the surveys of marina slip rates and marina vacancies contained in two prior reports published by Williams Kuebelbeck Associates, one in the year 2001 and the other in the year 2004. This updating was undertaken in parallel with a similar updating effort undertaken by Noble Consultants Inc., dealing with the changing trends in slip sizes in Marina del Rey and other Southern California marinas.

Purpose and Background

The major focus of both surveys has been to identify and quantify the tendency for Southern California marinas, including Marina del Rey marinas, to redevelop in a pattern which results in fewer smaller wet slips under 35 feet and more larger slips above 35 feet. Marina del Rey presently has 69.8% of these smaller slips, which will be reduced to 58.7% should all the currently proposed redevelopment plans be approved and built.

The County Department of Beaches and Harbors (DBH) has sought independent external documentation of this trend in two interacting but separate efforts. The slip size study by Noble Consultants Inc. considers the long term patterns in slip size in Marina del Rey and elsewhere, focusing almost exclusively on the change in slip size distribution.

The parallel effort by ADK&A has been to examine the extent to which these changes in trends are manifested by observed market behavior. This behavior is measured in two ways. One is the pricing differential between small and large slips and the other is the vacancy differential. The goal of this study is to determine whether smaller slips are still widely available in Marina del Rey and whether the reduced supply has caused rents on smaller slips to escalate faster than rents on larger slips, making Marina del Rey smaller slips less affordable.

Key Findings of the Noble Consultants Report

As noted above, the County commissioned in parallel a study of changing slip lengths from Noble Consultants Inc. This study concluded that both within the California marina market generally and within Marina del Rey specifically, the average slip length was lengthening, the total number of slips within the same marinas was declining, and there was generally rapid increase in percentage terms in the number of larger slips. More specifically, Noble Consultants notes in their report that the "average slip length for all marinas within Marina del Rey increased from 32.5 feet to 33.9 feet between 1999 and 2008 and increased it to 36.5 feet when including the new proposed marina configurations. The number of slips decreased from 5,223 in 1999 to 4,731 in 2008 and to 4,251 when including the new proposed marina reconfigurations. However, this decrease in wet slips is offset by a comparable increase in dry storages for smaller boats.

The change in mix by slip length in Marina Del Rey is shown in Exhibit 1 below. This table was created based on extrapolated data provided in the Noble Consultants Report.



Exhibit 1: Marina Del Rey Slip Distribution 1999 vs. 2008										
	<u> 12' - 25'</u>	<u> 26' - 35'</u>	<u>36'-50'</u>	<u>50' +</u>	<u>Total</u>					
1999 Slip Count	1,562	2,414	1,051	196	5,223					
% of Total	29.9%	46.2%	20.1%	3.8%	100.0%					
2008 Slip Count	1,231	2,074	1,146	280	4,731					
% of Total	26.0%	43.8%	24.2%	5.9%	100.0%					

As shown above, for the period 1999 to 2008 slip sizes under 35 feet have experienced a decline, slip sizes 36 to 50 feet have increased by 95 slips and slip sizes 50 feet or longer have increased by a total of 85 slips. However, smaller size slips still constitute 69.8% of all the wet slips available in Marina del Rey.

Elsewhere in his report, the author of the Noble Consultants report also reaches similar conclusions with respect to changing size distributions in other California marinas. In short, the extensive data assembled and analyzed by Noble Consultants confirms the core hypothesis that the distribution of slip lengths in marinas is changing in response to industry trends to favor a greater number of large slips and a smaller number of small slips in wet storage. Assomewhat reversal trend is noted with respect to the still modest but increasing use of dry stack storage. Noble also points out that even if all the new reconfigurations are taken into account that the average slip length for all Marina del Rey berths is less than the average of other comparable marinas studied in the report.

Methodology, Authorship and Limitations

This entire study was conducted under the direct supervision of Allan D. Kotin, Principal of Allan D. Kotin & Associates. The updated field survey was performed by Barbara Bradfield, and the data analysis and tables were provided by Nick Vanderboom.

In general, ADK&A has relied on information assembled by and provided by LA County DBH. This information and some additional information on amenities and current vacancies were obtained through the use of a telephone and email survey with some personal follow-up by Barbara Bradfield.*

Organization of Report

The balance of this report is organized into six sections, the first of which is an executive summary. This is followed by a discussion of Marina del Rey pricing trends and then by discussion of pricing trends in other selected Southern California marinas. A fourth section deals with vacancy trends in Marina del Rey while a fifth section deals with amenity patterns. There is a brief discussion of the apparent impact of the current recession in the final section.

^{*} While ADK&A believes that the information provided herein is accurate, there has been no extensive effort to verify the information on site. Instead, we have relied upon the information provided by DBH and similar more recent information provided by phone, email and fax from the harbor masters and marina managers interviewed by Barbara Bradfield.



In addition, there are a total of three appendices. Since each marina was analyzed separately with respect to the change in rates by slip size over time and a graph and table was prepared for each, incorporation of all the data used to create this report into the report itself would make it cumbersome and unreadable. For this reason, three appendices have been created each of which provides both summary data and the individual marina analysis.

The total list of appendices is as follows:

- 1. Appendix A Slip Pricing in Marina del Rey.
- 2. Appendix B Slip Pricing in Other Southern California Marinas.
- 3. Appendix C Vacancy Trends in Marina del Rey Marinas.

Appendix A includes an attempt by ADK&A (p. A-9) to generate a rough estimate of the total potential revenue if all slips were charged at current asking rates and then to compare this "gross potential revenue" to the revenue reported in the gross receipts reports that are provided to DBH by the lessees operating the various marinas in Marina del Rey.



EXECUTIVE SUMMARY

Throughout Marina del Rey and other Southern California marinas, the rate of price increase in slips larger than 35 feet and particularly in slips greater than 50 feet has been much greater than the average and greater than the rate of increase in smaller slips.

Marina del Rey prices themselves are in fact largely at the midpoint level of the competitive set of marinas surveyed.

While there is some premium attached to newly constructed marinas, this premium is less than the premium associated with increasing size.

Within Marina del Rey, the pattern of price increase between those marinas operated independently and just for marina income is slightly less dramatic than the rates charged in those marinas that are adjacent to and related to other uses, e.g. hotels, fuel docks, repair yards etc. Not surprisingly, vacancy trends show generally lower rate growth and higher occupancy in the independently operated marinas than in the marinas operated adjacent to and the connection with other uses.

There seems to be somewhat greater volatility and higher vacancy among smaller slips which again reinforces the strong demand for larger slip sizes.

Independently priced smaller slips seem to be trending towards lower vacancy over time while adjacency affected slips vacancy is trending up.

Growth in rent in Marina del Rey seems to be generally consistent with pricing trends at other Southern California marinas for all slip sizes with some minor variations. To the extent that there is any significant difference, it is that larger slips are somewhat more expensive than the average of other Southern California slips although well below the peak of other Southern California marinas.

Both vacancy and pricing data tend to suggest that the progressive shift in the composition of marinas away from smaller slips to larger slips should, if not too extreme, not produce significant shortages and should produce more balanced pricing.

Vacancies are somewhat seasonal in all marinas with the lowest vacancies in the summer and higher vacancies in winter when small boat owners take their boats out of the water and some large boat owners relocate to locations with balmier climates.

Core amenities such as restrooms, showers, and dockside boxes are virtually universal while more modern technology features, e.g. TV and internet hookups, tend to be found in newer marinas. Lounges and pools are typically found in only a few very upscale marinas.

Comparison of calculated potential total revenue, i.e. all slips occupied at current asking (new tenant) rents, are consistently higher than actual gross revenues suggesting that many if not most long time tenants in marinas are paying less than slip rents quoted to new tenants.



MARINA PRICING TRENDS

Categorization of Marinas

Within Marina del Rey there are a total of 20 different marinas for which pricing data was available. Of this total, 11 are operated independently, that is to say they are marinas in which the slip prices represent essentially the only or primary source of revenue to the lessees from their waterside facilities. Of these 11 marinas, 9 have not been rebuilt for at least 20 years. There are in addition eight marinas operated in conjunction with hotels, boat sales, apartment-condominium complexes or yacht clubs. In each of these, there is reason to believe that revenue maximization from slip operations may not be the driving force behind all pricing decisions. For example, it may be important in most of these to maintain some level of vacancy to accommodate customers for other uses.

Finally, there is one marina that has been recently completely rebuilt, has just reopened and accordingly is kept separate from the analysis because there is no pricing trend data for it.

A complete list of these marinas and their categorization may be found on page A1 of Appendix A.

Overall Trends by Slip Size

As shown in the text table below, the 2,442 slips in the independently operated marinas in Marina del Rey are divided into four size categories. In terms of total inventory, the largest size category is 26 to 35 feet with about 26% of the total inventory and just under 1,100 slips. The smallest slips (12 to 25 feet) and the larger medium size slips (36 to 50 feet) are both about 600 units each and there are just under 150 slips of 50 feet or longer.

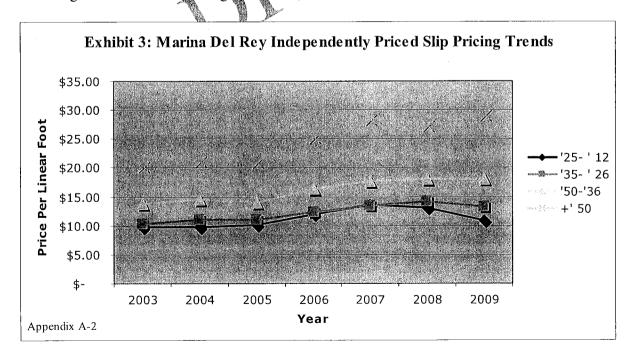
As shown in Exhibit 2 below, between 2003 and 2009, slip rates for the large slips rose from \$20.39 to \$29.32, a 43.8% increase. This compares to a much smaller dollar increase from \$9.79 to \$10.80 for slips under 25 feet over the same period.

It is also important to note that during the period slip rates for the smaller sizes have increased and then decreased, while for the most part there was a pattern of generally continuous increase or flat periods in the larger slips. This recent decrease in smaller slip size pricing appears to be a reflection of increasing vacancy rates in these slips. Review of the vacancy data validates this trend. Furthermore, two marina operators that control many of the smaller slips in Marina del Rey said that due to a lot of vacancies in late 2008, they lowered the rates for smaller slips. The annual rate of change in pricing for large slips has been 7.3%, the smaller slips at only 1.7% and the overall rate has been 5%.



Slip Size	<u>12</u>	<u>2' - 25'</u>	20	<u>6' - 35'</u>	<u>3</u>	<u>6'-50'</u>		<u> 50' +</u>		<u>Total</u>
Number of Slips		612		1,088		593		149		2,442
Assumed Midpoint (LF)		20.0		30.0		42.5		55.0	•	32.1
<u>Year</u>	12	<u>2' - 25'</u>	20	<u> 35' - 35'</u>	3	<u>6'-50'</u>		<u>50' +</u>		<u>Total</u>
2003	\$	9.79	\$	10.35	\$	13.76	\$	20.39	\$	12.41
2004	\$	9.79	\$	11.01	\$	14.50	\$	21.36	\$	13.03
2005	\$	10.07	\$	11.02	\$	14.06	\$	21.10	\$	12.91
2006	\$	11.91	\$	12.40	\$	16.38	\$	25.38	- \$	14.96
2007	\$	13.60	\$	13.39	\$	17.68	\$	28.48	\$	16.38
2008	\$	13.08	\$	14.17	\$	18.14	\$	27.45	\$	16.67
2009	\$	10.80	\$	13.23	\$	18.10	\$	29.32	\$	16.10
Period Change								À		
2003-2008	3	3.5%	3	36.9%	3	31.8%	A 3	34.7%	,	34.3%
2003-2009	1	0.3%	2	27.9%		31.5%	1	13.8%	2	29.7%
Annual Change				e sta		A	*			
2003-2008	(6.7%		74%		6.4%	*	6.9%		6.9%
2003-2009		1.7%		4 6%		5.3%		7.3%		5.0%

The change over time is shown in graphic form in Exhibit 3 below.





Impact of Newness

Within the 2,438-slip total inventory of independently priced slips, there are two adjacent marinas (Parcels 111 and 112) accounting for 287 slips that were completely rebuilt in 2004 and 2006. These marinas had sufficient time to fill up and to season, and therefore, their pricing presents an interesting basis for comparing new and non-new slips. The tabulation of patterns in these new slips is shown in Exhibit 4 below.

Exhibit 4: Marina Del I	Rey Indepe	ndently P	riced Slip	s – New Sl	ip Pricing Trends	
Slip Size	<u> 12' - 25'</u>	<u> 26' - 35'</u>	<u>36'-50'</u>	<u>50' +</u>	<u>Total</u>	
Number of Slips	123	39	39	86	287	ļ
Assumed Midpoint (LF)	20.0	30.0	42.5	55.0	34.9	
<u>Year</u>	<u> 12' - 25'</u>	<u> 26' - 35'</u>	<u> 36'-50'</u>	<u>50' +</u>	<u>Total</u>	
2003	\$ 10.00	\$ 12.50	\$ 14.50	\$ 20.00	\$ 15.76	
2004	\$ 10.66	\$ 11.64	\$ 14.69	\$ 21,52	\$ 16.57	
2005	\$ 11.00	\$ 11.75	\$ 15.00	\$ 21.25	\$ 16.59	
2006	\$ 11.75	\$ 13.25	\$ 19:00	\$ 26.50	\$ 20.09	
2007	\$ 11.75	\$ 13.75	\$ 19.50	\$ 30.63	\$ 22.18	
2008	\$ 11.84	\$ 13 ₂ 75	\$ 19.50	\$ 30.63	\$ 22.20	
2009	\$ 13.50	\$ 17,00	\$ 22.50	\$ 33.00	\$ 24.61	
Period Change						
2003-2008	18.4%	2 10.0%	34.5%	53.1%	40.9%	
2003-2009	35.0%	36.0%	55.2%	65.0%	56.1%	
Annual Change		ger.				
2003-2008	3.7%	2.0%	6.9%	10.6%	8.2%	
2003-2009	5.8%	6.0%	9.2%	10.8%	9.4%	
Appendix A-3						

In this analysis, which is provided in considerable more depth on pages A3 – A6 of Appendix A, it is manifest that the new slips command generally higher prices and not surprisingly a somewhat greater rate of increase but that the general impact of newness is less than the impact of size and the size patterns generally hold true and carry more weight than whether or not it is a new slip. More specifically, the average price on the new slips is \$33.00 as distinguished from \$29.32 as the average slip price. However, it should also be noted that the location of the new slips at Parcels 111 and 112 may have some effect on their higher prices given their strong location.

Adjacency Affected Slips

There are a total of 1,786 slips in the eight marinas of which three are operated by yacht clubs. The general pattern of increase has been somewhat higher and vacancies, which are discussed later, have also been somewhat higher. This may well reflect the fact that it is necessary to maintain vacancy to accommodate other collateral uses of these leaseholds and accordingly, there is less restraint on raising rents to avoid having vacancy. The collective data do, however, represent a mixture of somewhat opposite tendencies. Yacht clubs tend to stay full, while marinas operated in conjunction



with hotels and boat yards must maintain vacancy so as to accommodate customers for their primary business.

Arguably, many of the independently priced marinas seek to optimize total revenue by generally minimizing vacancy. This may not be the case for those that are adjacency affected.

Detailed Supporting Analysis

Attached to this report, as Appendix A is a 31-page set of tabulations and graphs. Pages 1-9 provide summaries for independently priced slips, adjacency affected slips and finally for all slips combined. The balance of the appendix is taken up with a standard set of detailed tabulations for each of the 20 marinas in question. Please note that the adjacency affected marinas were, at the direction of DBH, not surveyed for 2009 updates, so their information is available only for the DBH dataset which is from 2003 to 2008.





PRICING TRENDS IN OTHER SOUTHERN CALIFORNIA MARINAS

Coverage of Survey

A total of 12 Southern California marinas were surveyed, one in Long Beach, one in San Pedro, two in Redondo Beach, two in Dana Point, four in Newport Beach and two at the Channel Islands Harbor in Ventura County. In the aggregate, this represented almost 8,300 slips. They ranged widely from basically semi-subsidized operations such as Alamitos Bay in Long Beach, which is operated directly by the City of Long Beach and not a profit maximizing situation, to the smaller but very highly priced and profit maximizing marinas in Newport Beach including Bayside. A complete list of the marinas surveyed and their distribution of slips by slip length is provided in Exhibit 5 below.

<u>Marinas</u>	<u>Location</u>	Total	<u> 12' - 25'</u>	261-35	<u>36'-50'</u>	<u>50' +</u>
Marina Del Rey		0.440	Out of the second	4.000	503	1.40
Independently Priced		2,442	6121	1,088	593	149 45
Adjacency Affected		1,786	603	811	327	45
Total MDR Slips		4,228	1,215	1,899	920	194
SoCal Marinas						
Alamitos	Long Beach	1,966	814	667	432	53
Cabrillo	LA / San Pedro	885	0	743	123	19
King Harbor	Redondo Beach	827	<i>f</i> 59	578	151	39
Port Royal	Redondo Beach	338	157	149	26	6
Dana Point	Dana Point	1,436	752	474	168	42
Dana West	Dana Point	981	288	511	160	22
Lido	Newport Beach	251	60	116	50	25
Lido Dry Stack	Newport Beach	230	77	77	76	0
Bayside	Newport Beach	101	40	28	6	27
Newport Dunes	Newport Beach	429	24	335	70	
Channel Islands	Ventura	403	28	105	234	36
Anacapa	Ventura	438	134	158	99	47
Total Competitive Sam	ple Slips	8,285	2,433	3,941	1,595	316

Of the 12 marinas, consistent data over the entire period 2003 to 2009 is available only for nine of them. Historical data was not available for Cabrillo, Lido Dry Stack and Newport Dunes marinas. They were, however, added to the current survey since it was felt that they represented potentially meaningful comparisons.

Please note also that in the subsequent discussion and comparisons to Marina del Rey, the comparisons are made only to independently priced marinas in Marina del Rey and not to all marinas because of the potential price bias in those that are operated in connection with or adjacent to other revenue producing uses.



Pricing Trends

Of the approximately 8,300 slips listed in Exhibit 5, the nine marinas for which pricing data are available represent a total of 6,741 slips.

The pricing trends by slip size for those nine marinas closely parallel in shape and character with the trends for Marina del Rey with some minor but noteworthy variations. In Exhibit 6 below, the pattern of increase by slip size is shown for all of the nine marinas collectively.

Slip Size	<u> 12' - 25'</u>	<u> 26' - 35'</u>	<u> 36'-50'</u>	<u>50' +</u>	<u>Total</u>
Number of Slips	2,332	2,786	1,326	297	6,741
Assumed Midpoint (LF)	20.0	30.0	42.5	55.0	30.10
<u>Year</u>	<u> 12' - 25'</u>	<u> 26' - 35'</u>	<u>36'-50'</u>	<u>50' +</u>	
2003	\$9.39	\$10.44	\$10.87	\$4,5.46	\$10.72
2004	\$9.68	\$10.83	\$11.35	\$16.40	\$11.16
2005	\$9.87	\$11.11	\$44.50	\$17.09	\$11.42
2006	\$11.48	\$12.43	\$13.81	\$18.95	\$12.98
2007	\$11.61	\$13.22	\$15.25	\$20.48	\$14.00
2008	\$12.00	\$14.22	\$16.88	\$21.92	\$15.07
2009	\$12,04	\$14.76	\$17.01	\$22.34	\$15.37
Period Change			, pr		
2003-2008	27.8%	36:2%	55.2%	41.8%	40.5%
2003-2009	28.2%	41.3%	56.4%	44.5%	43.3%
Annual Change					
2003-2008	5.6%	7.2%	11.0%	8.4%	8.1%
2003-2009	4.7%	6.9%	9.4%	7.4%	7.2%

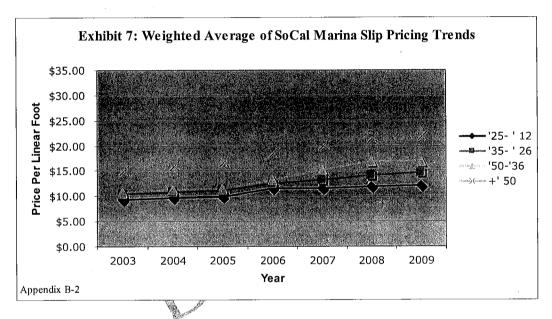
While, in general, the pattern of price increases by slip size parallels that in Marina del Rey, there are some noteworthy differences. For one thing, the rates of increase have been generally much higher in the other Southern California marinas than in Marina del Rey. The contrast is present in almost all categories when measuring the average annual increase between 2003 and 2009. The pattern is quite close for the largest slips of 50 feet or longer with 7.4% in Southern California and 7.3% per year in Marina del Rey. Smaller slip prices have increased much more rapidly outside of Marina del Rey at an average annual rate of 4.7% versus 1.7% in Marina del Rey. Similar but less dramatic patterns of more rapid increase are shown for the two intervening boat sizes.

Also of some interest is the fact that for smaller size boats, i.e. those of 35 feet or less, average rates are higher outside of Marina del Rey than they are in Marina del Rey. For example, boats of less than 25 feet have an average 2009 slip rental of \$12.04 per lineal foot outside Marina del Rey and an average of only \$10.80 in Marina del Rey. The comparison is proportionally much the same for boats between 26 and 35 feet at \$14.76 per lineal foot for Southern California marinas and only \$13.23 per lineal foot for Marina del Rey. On the other hand, average rates for boats 36 feet or



longer are slightly higher (\$18.0 versus \$17.01 for 36-50 feet) in Marina del Rey when comparing to the Southern California average. The contrast is particularly strong in the 50 foot or longer slips because in part that category is dominated by relatively new large slips in Marina del Rey at an average price of \$29.32 per lineal foot versus the average of \$22.34 in Southern California marinas.

The actual pattern of growth over time, which has been fairly steady, and did not have the recent dip that Marina del Rey did, is shown in Exhibit 7.

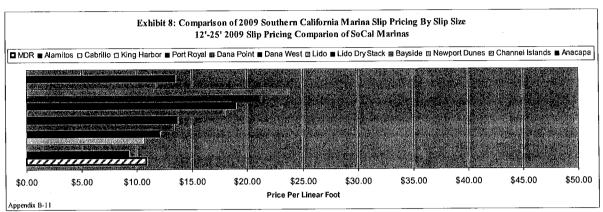


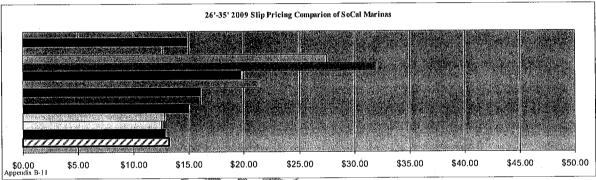
Relative Pricing of Marina del Rey

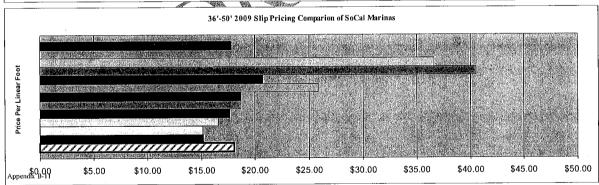
In addition to the averages given above, it is of some interest to establish how Marina del Rey marinas compare with marinas elsewhere in Southern California individually. In Exhibit 8, there are four separate bar charts. In each chart the 12 Southern California marinas for which 2009 price data was obtained are compared to the Marina del Rey average. In this comparison, it is particularly interesting to note that one marina in particular in Southern California, Bayside in Orange County, has consistently very high rates particularly for larger boats. Marina del Rey is largely in the middle or at the lower end of pricing for boats of 35 feet or less. In the category 36-50 feet, even though the Marina del Rey average is higher, there are actually six other Southern California marinas with higher average rates. Only in the case of the 50 feet or longer slips are Marina del Rey rates near the upper end of the range and even then they are significantly lower than Bayside.

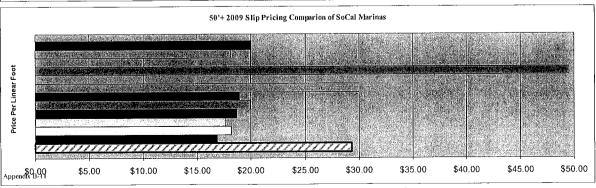
ADK&A

MARINA DEL REY SLIP PRICING AND VACANCY STUDY











Quality and Appearance Considerations

The site surveys conducted by ADK&A generated the following observations.

Dana Point marinas are older and planning major improvements in 2010, but at the present time the concrete docks are in average condition and do not show deferred maintenance. Boats in the harbor are of average quality.

Newport Beach marinas appear to be in very good condition with mostly concrete docks. The boats are from spectacular to average. There is a bridge to pass under in order to access Newport Dunes marina and therefore it is restricted to power boats without high fly-bridges. All except 5 slips from a total of 450 are less than 46 feet long so this marina has smaller and nice quality boats but not generally the very special luxury yachts seen in the main harbor marinas of Newport Beach.

Bayside Marina in Newport Beach is in very good condition and boats are well maintained. Small slips of less than 25 feet are about 40% of the 101 total slips.

Lido Yacht Anchorage is well maintained, but has an awkward access from the land side through small industrial sites and boat yards. It has 251 slips with about 62% of them less than 30 feet long. The boats that were visible appear to be in very good condition.

Alamitos Bay Marina in Long Beach has lots of deferred maintenance on the docks. Most are still wooden docks with a very low profile to the water. The boats are average to poor in appearance with more boats of older vintage than other marinas. Nevertheless, Alamitos Bay and the boats in it are not in as much disrepair as the marinas of Wilmington in the Port of Los Angeles area.

Cabrillo Marina has the appearance of a newer and well maintained marina. Boats are nice and the docks in good condition. This is a very large marina with 885 total slips and about 84% or 743 slips that are between 26 feet and 35 feet long, so these are generally smaller boats of modest quality.

King Harbor Marina and Port Royal in Redondo Beach are older marinas with wooden docks that have a coating material applied to the top. The overall conditions are average and the boats range from fair to average condition. The marinas try to keep boats in good condition by requiring older boats to present a survey and photos for slip approvals.

Channel Islands Harbor Marina is new and Anacapa Isle Marina has been upgraded to concrete docks with all single-loaded slips. Both marinas are in good condition and boats are of average quality.

By way of comparison the same survey provided the following characterization of Marina del Rey. Marina del Rey has a few new marinas of exceptional quality with concrete docks and a few marinas that are in poor condition with wooden docks sitting very low in the water. Boats range from outstanding quality, especially on the main channel in newer marinas, to average and poor quality boats in older marinas.



Detailed Findings

An analysis generally parallel to that of Marina del Rey marina pricing is provided in Appendix B which provides a detailed tabulation of each of the nine marinas and their price increases over time.

Of some interest are the series of four charts which are titled "Slip Pricing Trends MDR v. SoCal Marinas: 2003-2009" on pages B-7 through B-10 in Appendix B. This shows that with the exception of the last couple of years, pricing trends have been remarkably parallel between Marina del Rey and other areas with the same observation previously made that they are slightly higher for the larger slips and slightly lower for the smaller slips. Marina del Rey has also been somewhat more volatile possibly reflecting the introduction of approximately 300 new slips at significantly higher prices in Parcels 111 and 112. Another factor contributing to volatility may be the periodic closing of significant marinas for refurbishing which tends to change short-term price trends.





VACANCY TRENDS IN MARINA DEL REY

Vacancies are low in nearly all Southern California marinas. Long waiting lists exist in Dana Point marinas and somewhat shorter ones in King Harbor. Alamitos Bay in Long Beach has about 2% vacancy overall in a very large marina. Newport Beach marinas have vacancies in smaller slips that are considered seasonal when small boats are removed for the winter.

In general, Marina del Rey slips have recently enjoyed very high occupancy rates. In this instance as in some other parts of the analysis, the primary focus of statistical analysis is on independently priced slips. Within this group, overall vacancy over the period 2003-2009 has ranged from a low of 2.2% to a high of 4.5% in 2005 and is currently at approximately 3.0%.

Significantly, there are major variations in vacancy patterns with the lowest vacancies consistently in the 50 foot and greater category and the highest vacancies consistently except for the most recent data in the 12 to 25 foot data.

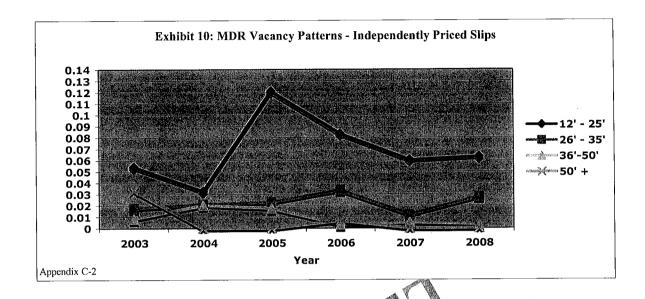
As you will see in the footnote to Exhibit 10, all the data points are for midyear, which is usually the busier season.**

Exhibit 9: Vacancy Trends for Independently Priced MDR Slips								
Slip Size	12 - 25	26' - 35'	<u>36'-50'</u>	<u>50' +</u>	<u>Total</u>			
Number of Slips	612	1,088	593	149	2,442			
	<u> 12' - 25'</u>	<u> 26' - 35'</u>	<u>36'-50'</u>	<u>50' +</u>	<u>Total</u>			
2003	5.4%	1.8%	0.8%	3.4%	2.6%			
2004	3.3%	2.1%	2.0%	0.0%	2.3%			
2005	12.1%	2.3%	1.8%	0.0%	4.5%			
2006	8.4%	3.4%	0.3%	0.7%	3.7%			
2007	6.0%	1.2%	0.5%	0.0%	2.2%			
2008	6.3%	2.8%	0.3%	0.0%	2.9%			
ppendix C-2								

The pattern of vacancy is shown graphically in Exhibit 10. In this exhibit, the most recent 2009 data is not plotted since it is clear that a trend analysis would be inappropriate. Both the table and the figure clearly indicate how low vacancy consistently is for the larger slips relative to the smaller slips.

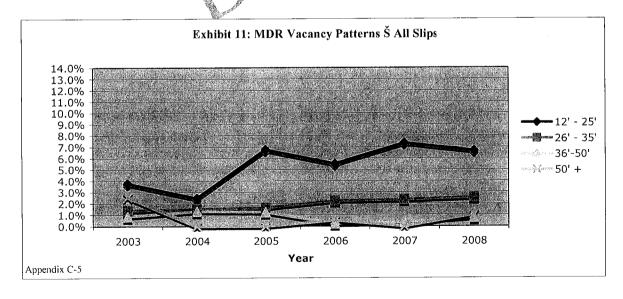
^{**} Efforts to obtain vacancy data for 2009 produced anomalous and internally inconsistent results, which appear to reflect patterns of seasonal changes that vary widely among different marinas.





This finding alone would substantiate the fact that the pattern of changing mix from smaller slips to larger slips and the corresponding reduction in total number of slips will not necessarily represent a shortage but rather a redistribution and a more even distribution of vacancy across the different sized configurations.

If, in fact, all slips not merely independently priced slips are considered, vacancy rates are generally somewhat higher as shown in Exhibit 11.





Detailed Analysis

Appendix C provides a more detailed treatment of vacancy including vacancy patterns by individual marinas. Several of the marinas have virtually no reported vacancy and have operated full or with almost no waiting list for much of the time period. What is interesting is that the vacancy patterns in Parcels 111 and 112 show very high vacancies very briefly in 2005 when the new slips opened up and these were quickly filled in and now those two marinas reflect generally very low vacancy rates.

While 2009 vacancy data was not included in the summary tables or graphs due to anomalous results, the data points are included in the individual marina data contained in Appendix C.





AMENITY PATTERNS

At the request of DBH, the slip pricing and vacancy survey was expanded to incorporate a brief survey of amenities available at two groups of marinas, the 11 independently operated marinas at Marina del Rey and 11 surveyed marinas elsewhere in Southern California.

The general pattern of results was as follows:

- 1. Amenities found in virtually all marinas include restrooms, showers and telephone hookups.
- 2. Amenities found in most but not all marinas include TV cable hookups, pump out stations, dock boxes and laundry facilities.
- 3. Amenities generally present only in recently constructed or higher priced marinas include wireless internet, fitness or gym facilities and a swimming pool.

Exhibit 12 provides a tabulation of amenity patterns in 21 enumerated marinas with the ones in Southern California listed as the first 11 and then the next 10 representing Marina del Rey. With the exception of TV and cable hookups, there appears to be no systematic difference in Marina del Rey from other surveyed marinas. Orange County marinas consistently have TV or cable hookups whereas only four of the 10 marinas listed in Marina del Rey have such hookups. On the other hand, wireless internet facilities are somewhat more prevalent in Marina del Rey than they are elsewhere in Southern California. Pump out stations are available at most but not all of the marinas in both classes as are laundry facilities. Swimming pools and fitness gyms are fairly scarce and are present only in three of the Marina del Rey marinas and only two of the others in Southern California.

More amenities are generally offered at newer and upgraded marinas, but usually are in marinas with higher rates for slips. Standard amenities are basic restrooms, showers, dock boxes, and telephone hookups. Additional features at several marinas include internet connections, fitness centers, lounges and pools. Marina del Rey appears to have a mix of marina amenities throughout the harbor to fit nearly all life styles. However, there may be a cost/benefit factor with excess amenities that would discourage some tenants if other accommodations are available.



MARINA DEL REY SLIP PRICING AND VACANCY STUDY

Exhibit 12: Amenities at Selected Southern California Marinas and Marina del Rey

No	Marina	Restrooms	Showers	Telephone Hookups	TV Cable Hookups	Wireless Internet	Dock Boxes/ Lockers	Pump- out Station	Laundry Facilities	Lounge	Fitness/ Gym	Pool
1	Dana Point	х	Х	Х	Х							
2	Dana Point West	Х	Х	Х	Х		Х	X	Х			
3	Newport Dunes	х	Х		Х		X			Х	X	Х
4	Bayside	х	Х	X	_ X		Х	Х				
5	Lido Anchorage	Х		Х	X			X	х			
6	Alamitos Bay	х	X					Х	х			
7	Cabrillo	Х.	Х	Х			Х	X		Plaza		
8	King Harbor	х	Х	Х	х		Х	Х	х			
9	Port Royal	х	Х	х	X	_						
10	Channel Island Harbor	х	Х	х	X	Х	Х					
11	Anacapa Isle	х	Х	х	х	Х	х		х	х	Х	х
12	Esprit I (MDR) (P-12)	х	Х	Х	х	х		Х	X.		Х	
13	Marina Harbor (MDR) (P - 111/112)	x	x	х	х	х	x	∡A X	х	Pavillion	х	х
14	Mariner's Bay (P -28)	X	Х	Х	х	Х	X	,	х			
15	Tahiti (P - 7)	Х	Х	Х			_ ¶X 🦞	<u>).</u>	х	,		
16	Neptune (P - 10)	Х	Х			ALC: N. S.	201 1					
17	Villa del Mar (P-13)	х	Х	Х		∕ ∕X2	1. X	A. A.	Х		Х	х
18	Dolphin (P -18)	Х	Х	х		WA.	X X	X	Х			
19	Panay Way (P - 20)	Х	Х	Х	A		Х	×	Χ			
20	Holiday Harbor (P - 21)	Х	Х		11.00	N. Y	X	Х				
21	Bay Club (P - 8)	Х	Х	X			×					

One conclusion to be drawn from this discussion is that Marina del Rey is in no way materially deficient in amenities and in some important respects, particularly in the newly constructed marinas, has a richer palette of amenities than most of the competition.

Of particular relevance to this observation is that a lack of amenities is not a basis for explaining why Marina del Rey's slips are less expensive than elsewhere in Southern California, which is in fact the case for slips of 35 feet or less on average.



MARINA DEL REY SLIP PRICING AND VACANCY STUDY

APPARENT IMPACT OF CURRENT RECESSION

As part of the follow-up survey conducted by ADK&A in February 2009, marina operators elsewhere in Southern California were asked a series of questions about changes since July 2008 at which point the economy began to manifest a downturn. The questions were whether or not there had been a reduction in demand, whether there were increased vacancies, whether any change was differentiated by size. The marina operators were also asked if they had changed their rates since July 2008. At the time the survey was conducted, few if any of the marinas surveyed reported any visible change in demand. Only one marina in Ventura County, Anacapa Isle, reported a decline in demand and an increase in vacancy and said it was true in all sizes. The only other positive response to the question of whether there had been a change since 2008 was at the Lido Yacht Anchorage in Orange County which also reported an increase in vacancy and a decline in demand but went on to note that many big boats vacate the anchorage during the winter and go elsewhere.

Virtually all of the marinas surveyed reported no change in rents since July 2008 except for the Dana West Marina which was off 3.3% last fall and the Alamitos Bay Marina in Long Beach which was up anywhere from 3% to 20% depending on slip size.

Mdr Slip Pricing Vacancy Report 031609. doc

APPENDIX A: Slip Pricing and Patterns in Marina Del Rey

Version: MDR - Slip Pricing Data 2009-3-16

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3	Independently Priced Slips - New Slip Pricing Trends (Parcels 111, 112)
4	Independently Priced Slips - Non-New Slip Pricing Trends
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7	Adjacency Affected Slips - Weighted Average Pricing Trends
8	All Slips - Weighted Average Pricing Trends
9	All Slips - Gross Receipts Comparison: Potential ys. Reported
10-31	Individual Parcel Data

	INVENTOR	RY O MOR I	IARINAS			
Parcel	Marina	Total	<u>z' - 25'</u>	<u> 26' - 35'</u>	<u>36'-50'</u>	<u>50' +</u>
	Late	pendeatly Pric	ed			
7	Tahiti Marina	214	0	132	61	2
8	Bay Club	231	0	170	61	
10	Neptune	184	14	150	20	
13	Villa Del Mar	186	0	33	145	
15	Bar Harbor / Espirit	215	98	65	52	
18	Dolphin Marina	424	200	107	83	3
20	Panay Way / Tradewinds Marina	149	55	75	19	
21	Holiday Harbor	183	122	50	11	
28	Mariner's Bay	369	. 0	267	102	
111	Marina Harbor	112	21	28	17	4
112	Marina Harbor	175	102	11	22	4
	Sub-Total	2,442	612	1,088	593	14
	Ad	jacency Affect	ed			
41	Catalina Yacht Anchorage	148	101	46	1	
42/43	MDR Hotel	349	107	192	50	
44	Pier 44	232	147	84	1	
47	SMYC	332	178	146	8	
53	The Boatyard	103	32	62	9	
54	Windward Yacht Club	53	0	4	35	1
125	Marina City	316	13	205	80	1
132	California Yacht Club	253	25	72	143	1
	Sub-Total	1,786	603	811	327	
	TOTAL	4,228	1,215	1,899	920	19
12*	Espirit 1	216	0	30	111	7

Note: Independently Priced Slips are those slips that are not associated with yacht clubs, hotels, boat yards and/or boat sales. These include slips belonging to parcels 7,8,10,13,15,18,20,21,28,111/112.

^{*} Due to the fact that the recently completed Parcel 12 has still not achieved stabilized pricing (vacancy is currently over 60%), it is not included as a part of the summary data tables.

2008

2009

Independently Priced Slips - Weighted Average Pricing Trends *

Number of Slips:	2,442						
Slip Size Number of Slips Assumed Midpoint (LF) Year 2003 2004 2005 2006 2007 2008	12' - 25' 612 20.0 12' - 25' \$ 9.79 \$ 10.07 \$ 11.91 \$ 13.60 \$ 13.08	26' - 35' 1,088 30.0 26' - 35' \$ 10.35 \$ 11.01 \$ 11.02 \$ 12.40 \$ 13.39 \$ 14.17	36'-50' 593 42.5 36'-50' \$ 13.76 \$ 14.50 \$ 14.06 \$ 16.38 \$ 17.68 \$ 18.14	50' + 149 55.0 50' + \$ 20.39 \$ 21.36 \$ 21.10 \$ 25.38 \$ 28.48 \$ 27.45	Total 2,442 32.1 Total \$ 12.41 \$ 13.03 \$ 12.91 \$ 14.96 \$ 16.38 \$ 16.67	Gross Potential Revenue \$11,658,498 \$12,238,828 \$12,122,935 \$14,053,971 \$15,389,241 \$15,656,396	Gross Potential Rev. / Slip \$4,774 \$5,012 \$4,964 \$5,755 \$6,302 \$6,411
2009 Period Change 2003-2008 2003-2009	\$ 10.80 33.5% 10.3%	\$ 13.23 36.9% 27.9%	\$ 18.10 31.8% 31.5%	\$ 29.32 34.7% 43.8%	\$ 16.10 34.3% 29.7%	\$15,126,093	\$6,194
Annual Change 2003-2008 2003-2009	6.7% 1.7%	7.4% 4.6%	6.4% 5.3%	6.9% 7.3%	6.9% 5.0%		
2003 2004 2005 2006 2007	12' - 25' 0.95 0.89 0.91 0.96 1.02	1.00 1.00 1.00 1.00 1.00 1.00	36'-50' 1.33 1.32 1.28 1.32 1.32	1.94 1.92 2.05		1	

g survey data for each size category. Note: In most cases, 2003-2008 rents given are the midpo DR pricii neved stabilized pricing (vacancy is * Due to the fact that the recently completed currently over 60%), it is not included as a fart of the ary data tables.

1.28

1.37

1.94

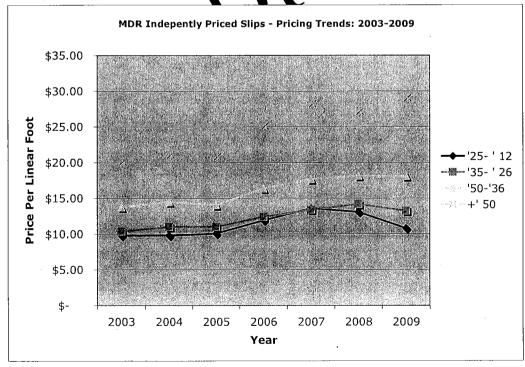
2.22

1.00

1.00

0.92

0.82



Independently Priced Slips - New Slip Pricing Trends (Parcels 111, 112) *

Number of Slips:

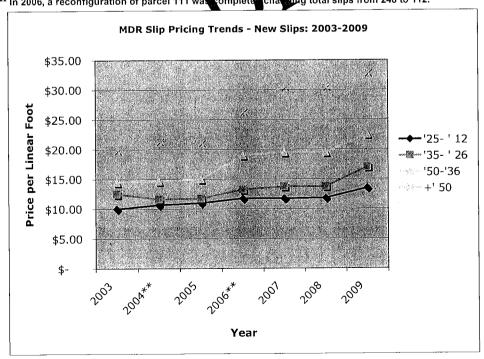
287

Slip Size	<u> 12' - 25'</u>	<u> 26' - 35'</u>	<u> 36'-50'</u>	<u>50' +</u>		<u>Total</u>		
Number of Slips	123	39	39	86		287	<u>Gross</u>	Gross
Assumed Midpoint (LF)	20.0	30.0	42.5	55.0		34.9	<u>Potential</u>	<u>Potential</u>
<u>Year</u>	<u> 12' - 25'</u>	<u> 26' - 35'</u>	<u>36'-50'</u>	<u>50' +</u>		<u>Total</u>	<u>Revenue</u>	Rev. / Slip
2003	\$ 10.00	\$ 12.50	\$ 14.50	\$ 20.00	\$	15.76	\$1,894,305	\$6,600
2004**	\$ 10.66	\$ 11.64	\$ 14.69	\$ 21.52	\$	16.57	\$1,991,820	\$6,940
2005	\$ 11.00	\$ 11.75	\$ 15.00	\$ 21.25	\$	16.59	\$1,994,190	\$6,948
2006**	\$ 11.75	\$ 13.25	\$ 19.00	\$ 26.50	\$	20.09	\$2,414,940	\$8,414
2007	\$ 11.75	\$ 13.75	\$ 19.50	\$ 30.63	\$	22.18	\$2,666,205	\$9,290
2008	\$ 11.84	\$ 13.75	\$ 19.50	\$ 30.63	\$	22.20	\$2,668,725	\$9,299
2009	\$ 13.50	\$ 17.00	\$ 22.50	\$ 33.00	\$	24.61	\$2,957,805	\$10,306
Period Change								
2003-2008	18.4%	10.0%	34.5%	53.1%		40.9%		
2003-2009	35.0%	36.0%	55.2%	65.0%		56.1%		
Annual Change								
2003-2008	3.7%	2.0%	6.9%	10.6%		8.2%		
2003-2009	5.8%	6.0%	9.2%	10.8%		9.4%		
I I I I Date	401 051	001 051	36'-50'	50' +				
Indexed Rates	<u>12' - 25'</u>	26' - 35' 1.00	1.16					
2003	0.8		1.76				_	
2004	0.9							•
2005	0.9		1.28					
2006	0.8		1.43			_		
2007	0.8		1.42			_		
2008	0.8		1.42			. 1	\ \ \ \ \ \	
2009	0.7	9 1.00	1.32	1.94	•	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	K, .	

Note: In most cases, 2003-2008 rents given are the midpoint of * Due to the fact that the recently completed Parcel 12 has s still ed stabilized pricing (vacancy is t achie currently over 60%), it is not included as a part of the sum lata tabi

tal slips from 315 to 175. ** In 2004, a reconfiguration of parcel 112 was comple

ring total slips from 248 to 112. ** In 2006, a reconfiguration of parcel 111 wa complete



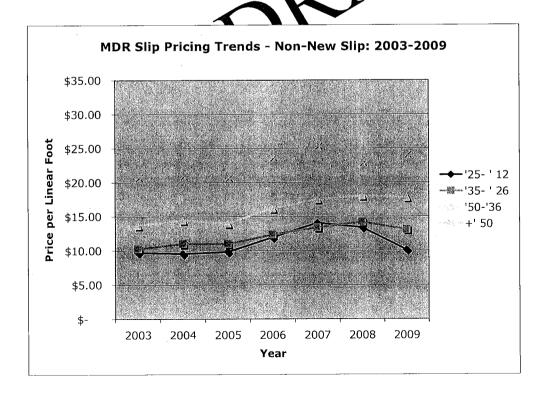
Independently Priced Slips - Non-New Slip Pricing Trends

Number of Slips:

2,155

Slip Size	<u>12</u>	<u>' - 25'</u>	20	<u> 35' - 35'</u>	<u>3</u>	<u>6'-50'</u>		<u>50' +</u>		<u>Total</u>		_
Number of Slips		489		1,049		554		63		2,155	<u>Gross</u>	<u>Gross</u>
Assumed Midpoint (LF)		20.0		30.0		42.5		55.0		31.7	<u>Potential</u>	<u>Potential</u>
<u>Year</u>	<u>12</u>	' - 25'	20	6' - 3 <u>5'</u>	3	<u>6'-50'</u>		<u> 50' +</u>		<u>Total</u>	<u>Revenue</u>	Rev. / Slip
2003	\$	9.74	\$	10.27	\$	13.71	\$	20.91	\$	11.92	\$9,764,193	\$4,531
2004	\$	9.57	\$	10.99	\$	14.49	\$	21.14	\$	12.51	\$10,247,008	\$4,755
2005	\$	9.84	\$	10.99	\$	14.00	\$	20.90	\$	12.37	\$10,128,745	\$4,700
2006	\$	11.95	\$	12.36	\$	16.19	\$	23.86	\$	14.21	\$11,639,031	\$5,401
2007	\$	14.07	\$	13.38	\$	17.55	\$	25.56	\$	15.53	\$12,723,036	\$5,904
2008	\$	13.39	\$	14.18	\$	18.05	\$	23.12	\$	15.86	\$12,987,671	\$6,027
2009	\$	10.13	\$	13.09	\$	17.79	\$	24.29	\$	14.86	\$12,168,288	\$5,647
Period Change												
2003-2008	3	7.4%	3	38.1%	3	31.6%		10.6%		33.0%		
2003-2009		3.9%	2	27.5%	2	29.7%		16.1%		24.6%		
Annual Change												
2003-2008	7	7.5%		7.6%		6.3%		2.1%		6.6%		
2003-2009		0.7%		4.6%		5.0%		2.7%		4.1%		
Indexed Rates	<u>12</u>	<u>' - 25'</u>	<u>2</u>	<u>6' - 35'</u>	_	6'- <u>50'</u>		<u>50' +</u>				
2003	•	0.95		1.00		1.34		2.04			_	
2004		0.87		1.00		1.32	!	1.92				
2005		0.90		1.00		1.27	•	1.90			4	
2006		0.97		1.00		1.31		1.93			~'	
2007		1.05		1.00		1.31		1.91		1	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	
2008		0.94		1.00		1.27	•	1.63			^ >	
2009		0.77		1.00		1.36	;	1.86	1	. 7		
										'		

Note: In most cases, 2003-2008 rents given are the midport of MIR pricing survey data for each size category.



MDR Pricing Data

Independently Priced Slips - Comparison New vs. Non-New Slips

12'-25' New vs. Non-New	\$16.00 \$15.00 \$13.00 \$11.00 \$11.00	Ĭ	\$18.00 \$16.00 \$16.00 \$10.00 \$1	
	26% 2.6% 11.5% -1.7% -16.5% 33.3%	-	21.7% 5.9% 6.9% 7.2% 2.8% -3.1%	
	\$ 0.26 \$ 1.10 \$ 1.16 \$ (0.20) \$ (2.32) \$ (1.55) \$ 3.37		\$ 2.23 \$ 0.65 \$ 0.89 \$ 0.37 \$ (0.43)	
Non-New	Non-New S 9.74 \$ 9.67 \$ 11.95 \$ 13.39 \$ 10.13	37.4% 3.9% 7.5% 0.7%	Non-New 1,049 Non-New \$ 10.27 \$ 10.99 \$ 12.36 \$ 14.18 \$ 13.09	7.6% 7.6%
12' - 25' New	New \$ 10.00 \$ 10.00 \$ 11.00 \$ 11.75 \$ 11.84	18.4% 35.0% 3.7% 5.8%	26' - 35' New 39 New 5 12.50 5 11.75 5 13.25 5 13.25 5 13.75 5 13.75 5 13.00 10.0%	2.0%
Slip Size	2003 2004 2005 2006 2007 2008 2009	Period Change 2003-2008 2003-2009 Annual Change 2003-2008 2003-2009	Slip Size Number of Slips 2003 2004 2005 2005 2007 2008 2007 2008 2003 2009 2003-2008 2003-2008	2003-2008

MDR Pricing Data

Independently Priced Slips - Comparison New vs. Non-New Slips

Slip Size	36'-50' New	Non-New				36'-50' New vs. Non-New
Number of Slips	~ 1	Non-New \$ 13.71	اتم	% 5.8%	\$35.00	
2004	\$ 14.69		\$ 0.20	1.4%	500t	
2006				17.3%	1 ear \$25.00	MeN consequences
2008	\$ 19.50 \$ 22.50		\$ 1.45	8.1% 26.5%	er Li i \$20.00	wav-new war-w
Period Change 2003-2008 2003-2009	34.5%	31.6%			Price F	
Annual Change 2003-2008 2003-2009	6.9% 9.2%	6.3% 5.0%) } }	2003 2004 2005 2006 2007 2008 2009 Year
	ļ			-		
Slip Size	20,+ New	Non-New		`		50'+ New vs. Non-New
Number of Slips	98	63	4	3		
2003	_1	ᇜ	آد	4.4%	\$35.00	
2004	\$ 21.52	\$ 21.14		1.8%	30.00	
2006	\$ 26.50	\$ 23.86	\$ 2.64	11.1%	16ar 1	was Naw
2008				32.5%	er Lir	Mon-Non-New - Mon-New
2009	\$ 33.00	\$ 24.29		35.9%		
Period Change 2003-2008	53.1%	10.6%			Prio \$15.00	
000	2	2 - - -				2003 2004 2005 2006 2007 2008 2009
Annual Change 2003-2008 2003-2009	10.6% 10.8%	2.1% 2.7%				Year

2009*

Adjacency Affected Slips - Weighted Average Pricing Trends

Number of Slips:		1,786								
Slip Size Number of Slips	12	2 <mark>' - 25'</mark> 603	2	<u>6' - 35'</u> 811	3	327	<u>50' +</u> 45	Total 1,786	Gross	<u>Gross</u>
Assumed Midpoint (LF) <u>Year</u>	12	20.0 2' - 25'	2	30.0 6' - 35'	3	42.5 6'-50'	55.0 50' +	29.5 <u>Total</u>	<u>Potential</u> <u>Revenue</u>	<u>Potential</u> Rev. / Slip
2003	\$	7.95	\$	10.26	\$	17.01	\$ 16.83	\$ 11.82	\$7,481,855	\$4,189
2004	\$	11.22	\$	10.45	\$	17.14	\$ 17.40	\$ 12.71	\$8,049,573	\$4,507
2005	\$	9.21	\$	11.44	\$	18.12	\$ 18.14	\$ 13.00	\$8,234,040	\$4,610
2006	\$	9.73	\$	12.79	\$	16.90	\$ 21.40	\$ 13.58	\$8,597,287	\$4,814
2007	\$	10.44	\$	13.99	\$	19.42	\$ 24.10	\$ 15.08	\$9,549,268	\$5,347
2008	\$	12.43	\$	15.39	\$	20.18	\$ 28.98	\$ 16.61	\$10,516,827	\$5,888

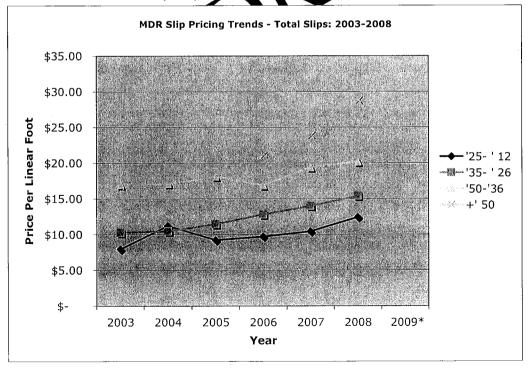
Period Change 2003-2008 2003-2009	56.4% N/A	50.0% N/A	18.7% N/A	72.2% N/A	40.6% N/A
Annual Change	44.90/	10.00/	2.70/	14.4%	8.1%
2003-2008	11.3%	10.0%	3.7%	14.4%	0.1%
2003-2009	N/A	N/A	N/A	N/A	N/A

Indexed Rates	<u> 12' - 25'</u>	<u> 26' - 35'</u>	<u>36'-50'</u>	<u>50' +</u>
2003	0.77	1.00	1.66	1.64
2004	1.07	1.00	1.64	1.67
2005	0.80	1.00	1.58	1.59
2006	0.76	1.00	1.32	1.67
2007	0.75	1.00	1.39	1.72
2008	0.81	1.00	1.31	1.88
2009	#DIV/0!	1.00	#DIV/0!	#DIV/0!

FI

Note: In most cases, 2003-2008 rents given are the midport of NDR pricing survey data for each size category.

* 2009 data was not collected for adjacency affects. Serinal feet use study was focused on independent pricing trends



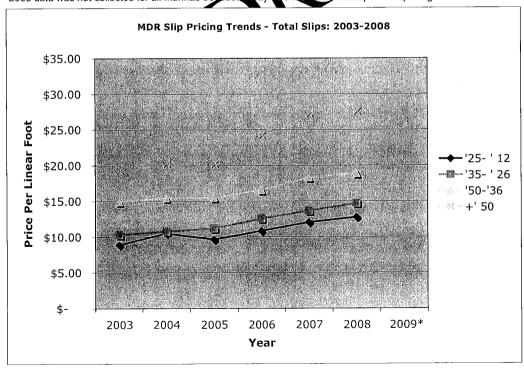
All Slips - Weighted Average Pricing Trends

Number of Slips:

4,228

Slip Size Number of Slips Assumed Midpoint (LF) 2003 2004 2005 2006 2007 2008 2009*	12' - 25' 1,215 20.0 12' - 25' \$ 8.88 \$ 10.50 \$ 9.64 \$ 10.83 \$ 12.03 \$ 12.75	Ţ	36'-50' 920 42.5 36'-50' \$ 15.92 \$ 15.44 \$ 15.51 \$ 16.56 \$ 18.30 \$ 18.87	50' + 194 55.0 50' + \$ 19.56 \$ 20.44 \$ 20.42 \$ 24.46 \$ 27.47 \$ 27.81	Total 4,228 31.0 Total \$ 12.17 \$ 12.90 \$ 12.95 \$ 14.40 \$ 15.86 \$ 16.64	Gross Potential Revenue \$19,140,353 \$20,288,401 \$20,356,975 \$22,651,258 \$24,938,510 \$26,173,223	Gross Potential Rev. / Slip \$4,527 \$4,799 \$4,815 \$5,357 \$5,898 \$6,190
Period Change 2003-2008 2003-2009	43.7% N/A	42.5% N/A	26.5% N/A	42.2% N/A	36.7% N/A		
Annual Change 2003-2008 2003-2009	8.7% N/A	8.5% N/A	5.3% N/A	8.4% N/A	7.3% N/A		
2003 2004 2005 2006 2007 2008 2009	12' - 25' 0.86 0.97 0.86 0.86 0.88 0.87 #DIV/0!	26' - 35' 1.00 1.00 1.00 1.00 1.00 1.00	36'-50' 1.45 1.43 1.38 1.32 1.34 1.28 #DIV/0!	50' + 1.90 1.90 1.82 1.95 2.01 1.89 #DIV/0!	Ý	1	

Note: In most cases, 2003-2008 rents given are the midpoin of NOR pricing survey data for each size category. * 2009 data was not collected for all marinas because dudy has a used on independent pricing trends



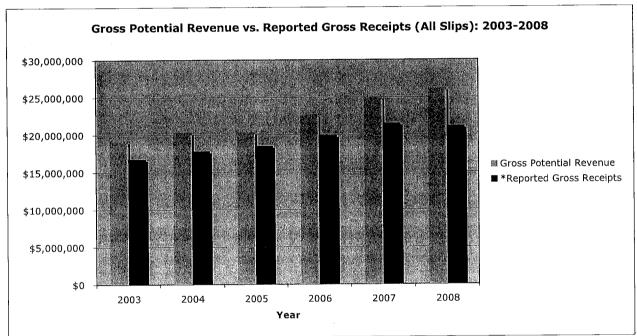
All Slips - Gross Receipts Comparison: Potential vs. Reported

ALL SLIPS

Number of Slips:

4,228

		Reported_		<u>Gross</u>
	Gross Potential	Gross		<u>Potential</u>
	Revenue	Receipts*	<u>Variance</u>	Rev. / Slip
2003	\$19,140,353	\$16,768,248	(\$2,372,105)	\$4,527
2004	\$20,288,401	\$17,839,691	(\$2,448,710)	\$4,799
2005	\$20,356,975	\$18,520,402	(\$1,836,573)	\$4,815
2006	\$22,651,258	\$19,921,482	(\$2,729,776)	\$5,357
2007	\$24,938,510	\$21,529,265	(\$3,409,245)	\$5,898
2008	\$26,173,223	\$21,178,502	(\$4,994,721)	\$6,190
2009	\$0	N/A		\$0



^{*} Reported Gross Receipts are from data provided by DBH.

^{**} The above table & chart is for illustrative purposes only. Gross Potential Revenue reflects scenario where all slips would be rented at current market prices. Reported Gross Receipts is lower due to existing lease, which are not escalating at the same pace as current market rents.

Independently Priced Slips

Parcel:

7 - Tahiti Marina

Number of Slips:

214

<u>Slip Size</u> Number of Slips	12' - 25'	26' - 35' 132	<u>36'-50'</u> 61	<u>50' +</u> 21	<u>Total</u> 214
Year 2003 2004 2005 2006 2007 2008 2009	\$ - \$ - \$ - \$ - \$ -	\$ 11.16 \$ 12.38 \$ 13.35 \$ 13.23 \$ 13.11 \$ 12.99	\$ 15.14 \$ 18.06 \$ 18.06 \$ 20.04 \$ 22.02 \$ 24.00 \$ 24.00	\$ 29.95 \$ 30.15 \$ 30.15 \$ 28.81 \$ 27.47 \$ 26.13	
Period Change 2003-2008 2003-2009 Annual Change 2003-2008 2003-2009	#DIV/0! #DIV/0! #DIV/0! #DIV/0!	16.4% 16.4% 3.3% 2.7%	58.5% 58.5% 11.7% 9.8%	N/A N/A N/A N/A	
2001 2003 2004 2005 2006 2007 2008 2009	0.00 0.00 0.00 0.00 0.00 0.00 0.00	1.00 1.00 1.00 00 1.00	36'-50' 1.3 1.4 35 1.1 1.68 1.85 1.85	2.68 2.44 2.26 2.18 2.10 2.01 2.01	

Parcel:

8 - Bay Club

Number of Slips:

231

<u>Slip Size</u> Number of Slips	12' - 25' 0	26' - 35' 170	36'-50' 61	50'+ 0	<u>Total</u> 231
Year					
2003	\$ -	\$ 9.86	\$ 12.27	\$ -	
2004	\$ -	\$ 11.39	\$ 12.27	\$ -	
2005	\$ -	\$ 10.82	\$ 10.82	\$ -	
2006	\$ -	\$ 12.20	\$ 11.94	\$ -	
2007	\$ - \$ -	\$ 14.37	\$ 16.51	\$ -	
2008	\$ -	\$ 15.38	\$ 17.14	\$ -	
2009	\$ -	\$ 14.34	\$ 17.10	\$ -	
Period Change					
2003-2008	#DIV/0!	56.0%	39.7%	#DIV/0!	
2003-2009	#DIV/0!	45.4%	39.4%	#DIV/0!	
Annual Change					
2003-2008	#DIV/0!	11.2%	7.9%	#DIV/0!	
2003-2009	#DIV/0!	7.6%	6.6%	#DIV/0!	. • • • • • • • • • • • • • • • • • • •
Indexed Rates	<u> 12' - 25'</u>	<u> 26' - 35'</u>	<u> 36'-50'</u>	<u>50' +</u>	し し
2001					
			_		
2003	0.00	1.00	1.2	0.00	
2004	0.00	1.00	1.0	0.00	
2005	0.00	1.00	00	0.00	
2006	0.00	1.00	0.8		
2007	0.00	700	1.15	0.00	
2008	0.00	1.	1.11	0.00	
2009	0.00	1.60	1.19	0.00	

Parcel:

10-Neptune

Number of Slips:

184

<u>Slip Size</u> Number of Slips	<u>12' - 25'</u> 14	26' - 35' 150	36'-50' 20	50' + 0	<u>Total</u> 184
<u>Year</u>					
2003	\$ 9.50	\$ 10.25	\$ 13.75	\$ -	
2004	\$ 9.50	\$ 10.25	\$ 13.75	\$ -	
2005	\$ 10.08	\$ 10.18	\$ 16.17	\$ -	
2006	\$ 10.08	\$ 11.08	\$ 11.42	\$ -	
2007	\$ 10.08	\$ 10.89	\$ 11.42	\$ -	
2008	\$ 10.70	\$ 14.92	\$ 10.67	\$ -	
2009	\$ 10.11	\$ 10.89	\$ 12.50	\$ -	
Period Change					
2003-2008	12.6%	45.6%	N/A	#DIV/0!	
2003-2009	6.4%	6.2%	N/A	#DIV/0!	
Annual Change	0.50/	0.40/	N/A	#DIV/0!	
2003-2008	2.5%	9.1%	N/A N/A	#DIV/0! #DIV/0!	
2003-2009	1.1%	1.0%	N/A	#DIV/0!	
Indexed Dates	<u> 12' - 25'</u>	26' - 35'	36'- <u>50'</u>	50' +	
Indexed Rates 2001	12 - 25	20 - 33	<u> 30 -30 </u>	<u>50 .</u>	
2001					
2003	0.93	1.00		0.00	
2004	0.93	1.00	1.3	0.00	
2005	0.99			0.00	
2006	0.91	1.00	133	•	
2007	0.93		1.05	0.00	
2008	0.72	W .	0.72		
2009	0.93				
_555					

Where data was unavailable green highlighted data points were interpolated based on other available data.

Note: In most cases, 2003-2008 rents given are the midpoint of MDR pricing survey data for each size category.

*Apparent anamoly in MDR data which does not significantly affect overall growth rate calculations.

Parcel:

13 - Villa del Mar

Number of Slips:

186

<u>Slip Size</u> Number of Slips	12' - 25' 0	26' - 35' 33	<u>36'-50'</u> 145	<u>50' +</u> 8	<u>Total</u> 186
<u>Year</u>					
2003	\$ -	\$ 12.00	\$ 16.00	\$ 17.00	
2004	\$ -	\$ 15.85	\$ 17.73	\$ 18.25	
2005	\$ -	\$ 12.50	\$ 15.30	\$ 16.90	
2006	\$ -	\$ 16.36	\$ 17.27	\$ 20.47	
2007	\$ -	\$ 15.00	\$ 17.08	\$ 21.63	
2008	\$ -	\$ 15.90	\$ 18.21	\$ 20.20	
2009	\$ -	\$ 17.55	\$ 20.08	\$ 23.58	
Period Change					
2003-2008	#DIV/0!	32.5%	13.8%	18.8%	
2003-2009	#DIV/0!	46.3%	25.5%	38.7%	
Annual Change					
2003-2008	#DIV/0!	6.5%	2.8%	3.8%	
2003-2009	#DIV/0!	7.7%	4.3%	6.5%	
Indexed Rates	<u> 12' - 25'</u>	26' - 35'	36'-50'	50' +	
2001	12 20	<u> 20 00</u>	<u> </u>	<u> </u>	Y
			_		
2003	0.00	1.00		1.42	
2004	0.00		1.12	1.15	
2005	0.00		22	1.35	
2006	0.00	W	1 1 6	1.25	
2007	0.00		1.14	1.44	
2008	0.00		1.15		
2009	0.00	1.00	1.14	1.34	

MDR Pricing Data

Parcel:

15 - Bar Harbor / Espirit 2

Number of Slips:

215

<u>Slip Size</u> Number of Slips	<u>12</u>	2 <mark>' - 25'</mark> 98	<u>26</u>	<mark>6' - 35'</mark> 65	3	6'-50' 52	5	6 0' +	<u>Total</u> 215
Year									
2003	\$	9.25	\$	9.13	\$	12.50	\$	-	
2004	\$	8.38	\$	9.38	\$	13.38	\$	_	
2005	\$	9.63	\$	10.63	\$	13.75	\$	_	
2006	\$	10.38	\$	12.25	\$	15.38	\$	-	
2007	\$	10.25	\$	12.75	\$	18.75	\$	-	
2008	\$	11.38	\$	13.63	\$	17.38	\$	-	
2009	\$	-	\$	-	\$	-	\$	-	*Parcel is currently under construction
Period Change									
2003-2008	2	23.0%	2	19.3%	;	39.0%	#[OIV/0!	
2003-2009	_	N/A		N/A		N/A	#[)/VIC	
Annual Chango									
Annual Change 2003-2008		4.6%		9.9%		7.8%	#1	OIV/0!	
2003-2009		N/A		N/A		N/A		DIV/0!	
2003-2009		14// (14// (14//			^ ' \
Indexed Rates	1:	2' - 25'	2	6' - 3 <u>5'</u>	;	36'- <u>50'</u>	į	<u>50' +</u>	
2001	_				-		•		K . ,
2003		1.01		1.00		1.3		0.00	
2004		0.89		1.00	_	1.43		0.00	
2005		0.91		1.00		29		0.00	
2006		0.85		1.00	•	136		0.00	
2007		0.80		00		1.47		0.00	
2008		0.83		1. 0		1.28		0.00	
2009	#	:DIV/0!		1.00	#	#DIV/0!	#	DIV/0!	

MDR Pricing Data

Parcel:

18 - Dolphin Marina

Number of Slips:

424

<u>Slip Size</u> Number of Slips	12' - 25' 200	26' - 35' 107	36'-50' 83	<u>50' +</u> 34	<u>Total</u> 424
<u>Year</u>					
2003	\$ 9.88	\$ 10.76	\$ 12.26	\$ 16.25	
2004	\$ 9.88	\$ 10.76	\$ 11.76	\$ 16.25	
2005	\$ 9.88	\$ 10.26	\$ 12.26	\$ 16.13	
2006	\$ 12.43	\$ 12.19	\$ 15.74	\$ 21.60	
2007	\$ 17.67	\$ 12.94	\$ 16.68	\$ 25.30	
2008	\$ 14.01	\$ 11.99	\$ 15.83	\$.21.95	
2009	\$ 12.76	\$ 14.60	\$ 20.29	\$ 23.32	
Period Change					
2003-2008	41.8%	11.4%	29.1%	35.1%	
2003-2009	29.1%	35.7%	65.5%	43.5%	
Annual Change					
2003-2008	8.4%	2.3%	5.8%	7.0%	
2003-2009	4.9%	5.9%	10.9%	7.3%	
		•		_	
Indexed Rates	<u> 12' - 25'</u>	<u> 26' - 35'</u>	<u>36'-50'</u>	<u>50' +</u>	I L
2001					
2003	0.92	1.00		1.51	
2004	0.92	1.00	1.0	1.51	
2005	0.96	1.00	19	1.57	
2006	1.02	1.00	13.9		
2007	1.37	100	1.29	1.96	
2008	1.17	1.	1.32	1.83	
2009	0.87	1.00	1.39	1.60	

MDR Pricing Data

Parcel:

20 - Panay Way / Tradewinds Marina

Number of Slips:

149

<u>Slip Size</u> Number of Slips	12' - 25' 55	26' - 35' 75	36'-50' 19	50' + 0	<u>Total</u> 149
Year 2003 2004 2005 2006 2007 2008 2009	\$ 9.88 \$ 9.88 \$ 9.88 \$ 12.43 \$ 12.43 \$ 14.01 \$ 12.76	\$ 10.76 \$ 10.76 \$ 10.26 \$ 12.19 \$ 12.19 \$ 11.99 \$ 14.60	\$ 12.26 \$ 11.76 \$ 12.26 \$ 15.74 \$ 15.74 \$ 15.83 \$ 20.29	\$	*Reconfiguration completed changing total slips from 145 to 149.
Period Change 2003-2008 2003-2009	41.8% 29.1%	11.4% 35.7%	29.1% 65.5%	#DIV/0! #DIV/0!	
Annual Change 2003-2008 2003-2009	8.4% 4.9%	2.3% 5.9%	5.8% 10.9%	#DIV/0! #DIV/0!	
Indexed Rates 2001	<u>12' - 25'</u>	<u> 26' - 35'</u>	<u>36'-50'</u>	<u>50' +</u>	
2003 2004 2005 2006 2007 2008 2009	0.92 0.92 0.96 1.02 1.02 1.17 0.87	1.00 1.00 1.00 1.00 1.30	1.14 .09 19 1.28 1.32 1.39	0.00 0.00 9.00 0.00 0.00	

Parcel:

21 - Holiday Harbor

Number of Slips:

183

<u>Slip Size</u> Number of Slips	12' - 25' 122	26' - 35' 50	<u>36'-50'</u> 11	<u>50' +</u> 0	<u>Total</u> 183
Year					
2003	\$ 9.88	\$ 10.76	\$ 12.26	\$ -	
2004	\$ 9.88	\$ 10.76	\$ 11.76	\$ -	
2005	\$ 9.88	\$ 10.26	\$ 12.26	-\$ -	
2006	\$ 12.43	\$ 12.19	\$ 15.74	\$ -	
2007	\$ 12.43	\$ 12.19	\$ 15.74	\$ -	
2008	\$ 14.01	\$ 11.99	\$ 15.83	\$ -	
2009	\$ 12.76	\$ 14.60	\$ 20.29	\$ -	
Period Change					
2003-2008	41.8%	11.4%	29.1%	#DIV/0!	
2003-2009	29.1%	35.7%	65.5%	#DIV/0!	
Annual Change					•
2003-2008	8.4%	2.3%	5.8%	#DIV/0!	
2003-2009	4.9%	5.9%	10.9%	#DIV/0!	
Indexed Rates 2001	<u> 12' - 25'</u>	<u> 26' - 35'</u>	<u>36'-50'</u>	<u>50' +</u>	Er
2003	0.92	1.00		0.00	
2004	0.92	1.00	1.0	0.00	
2005	0.96		19	0.00	
2006	1.02	1.00	1.9	0.00	
2007	1.02	00	1.29	0.00	
2008	1.17	1. 0	1.32	0.00	
2009	0.87	1.00	1.39	0.00	

Parcel:

28 - Mariner's Bay

Number of Slips:

369

<u>Slip Size</u> Number of Slips	12' - 25' 0	26' - 35' 267	36'-50' 102	50' + 0	<u>Total</u> 369
Year 2003 2004 2005 2006 2007 2008 2009	\$ - \$ - \$ - \$ - \$ -	\$ 9.73 \$ 10.46 \$ 10.92 \$ 12.45 \$ 14.95 \$ 15.43 \$ 14.91	\$ 12.68 \$ 12.82 \$ 13.25 \$ 16.75 \$ 17.99 \$ 19.03 \$ 18.56	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$	
Period Change 2003-2008 2003-2009 Annual Change 2003-2008 2003-2009	#DIV/0! #DIV/0! #DIV/0! #DIV/0!	58.6% 53.2% 11.7% 8.9%	50.1% 46.4% 10.0% 7.7%	#DIV/0! #DIV/0! #DIV/0! #DIV/0!	
2001 2003 2004 2005 2006 2007 2008 2009	0.00 0.00 0.00 0.00 0.00 0.00 0.00	1.00 1.00 1.00 00 1.10	1.2 21 13.5 1.20 1.23	0.00	

Parcel:

111 - Marina Harbor

Number of Slips:

112

<u>Slip Size</u> Number of Slips	12' - 25' 21	26' - 35' 28	<u>36'-50'</u> 17	<u>50' +</u> 46	<u>Total</u> 112
Year 2003 2004 2005 2006 2007 2008 2009	\$ 10.00 \$ 10.25 \$ 11.00 \$ 11.75 \$ 11.75 \$ 12.25 \$ 13.50	\$ 12.50 \$ 11.50 \$ 11.75 \$ 13.25 \$ 13.75 \$ 17.00	\$ 14.50 \$ 13.00 \$ 15.00 \$ 19.00 \$ 19.50 \$ 19.50 \$ 22.50	\$ 20.00 \$ 21.75 \$ 21.25 \$ 26.50 \$ 29.00 \$ 29.00 \$ 33.00	*Reconfiguration completed changing total slips from 248 to 112.
Period Change 2003-2008 2003-2009	22.5% 35.0%	10.0% 36.0%	34.5% 55.2%	45.0% 65.0%	
Annual Change 2003-2008 2003-2009	4.5% 5.8%	2.0% 6.0%	6.9% 9.2%	9.0% 10.8%	
Indexed Rates 2001	<u>12' - 25'</u>	<u> 26' - 35'</u>	<u>36'-50'</u>	<u>50' +</u>	
2003 2004 2005	0.80 0.89 0.94	1.00 1.00 1.00	1.16 .13 28	1.60 1.79 1.41	
2006 2007 2008 2009	0.89 0.85 0.89 0.79	1.00 1.00 1.00	1.43 1.42 1.42 1.32	2.00 2.11 2.11 1.94	

Parcel:

112 - Marina Harbor

Number of Slips:

175

<u>Slip Size</u> Number of Slips	12' - 25' 102	26' - 35' 11	36'-50' 22	<u>50' +</u> 40	Total 175
Year 2003 2004 2005 2006 2007 2008 2009	\$ 10.75 \$ \$ 11.00 \$ \$ 11.75 \$ \$ 11.75 \$ \$ 11.75	\$ 12.50 \$ 12.00 \$ 11.75 \$ 13.25 \$ 13.75 \$ 17.00	\$ 14.50 \$ 16.00 \$ 15.00 \$ 19.00 \$ 19.50 \$ 19.50 \$ 22.50	\$ 20.00 \$ 21.25 \$ 21.25 \$ 26.50 \$ 32.50 \$ 32.50 \$ 33.00	*Reconfiguration completed changing total slips from 315 to 175.
Period Change 2003-2008 2003-2009	17.5% 35.0%	10.0% 36.0%	34.5% 55.2%	62.5% 65.0%	
Annual Change 2003-2008 2003-2009	3.5% 5.8%	2.0% 6.0%	6.9% 9.2%	12.5% 10.8%	
Indexed Rates 2001	<u>12' - 25'</u>	<u> 26' - 35'</u>	<u>36'-50'</u>	<u>50' +</u>	
2003 2004 2005 2006 2007 2008 2009	0.80 0.90 0.94 0.89 0.85 0.85	1.00 1.00 1.00 1.00 1.00 1.00	1.16 .33 28 1.43 1.42 1.32	1.47 1.81 2.00 2.36 2.36	

Adjacency Affected Slips

Parcel:

41 - Catalina Yacht Anchorage

Number of Slips:

148

<u>Slip Size</u> Number of Slips	<u>12</u>	<u>' - 25'</u> 101	<u>26</u>	<mark>6' - 35'</mark> 46	3	<u>6'-50'</u> 1	<u>5</u>	6 <mark>0' +</mark>	<u>Total</u> 148
<u>Year</u>									
2003	\$	6.50	\$	7.50	\$	9.50	\$	-	
2004	\$	6.50	\$	7.50	\$	9.50	\$	-	
2005	\$	6.50	\$	7.50	\$	9.50	\$	-	
2006	\$	7.00	\$	7.50	\$	9.50	\$	-	
2007	\$	8.25	\$	9.50	\$	12.50	\$	-	
2008	\$	8.85	\$	10.45	\$	11.45	\$	-	
2009*	\$	-	\$	-	\$	-	\$	-	
Period Change									
2003-2008	3	6.2%	3	9.3%	2	20.5%	#Г	OIV/0!	
2003-2009		N/A	Ī	N/A		N/A		DIV/0!	
Annual Change									
Annual Change 2003-2008	-	7.2%		7.9%		4.1%	#г)IV/0!	
2003-2009	-	.2% N/A		7.9% N/A		4.176 N/A		DIV/0!	
2003-2009		IN/A		IN/A		IN/A	#rL	JI V/U:	
Indexed Rates	12	' - 25'	2	6' - 3 <u>5'</u>	3	6'-50 <u>'</u>	ţ	50' +	
2001			_		_		-		TA V
2003		0.87		1.00		1.27		0.00	
2004		0.87		1.00		1.27		0.0	
2005		0.87		1.00	_	27	Z	0.00	
2006		0.93		1.00	-	1.0		9.00	
2007		0.87		700		1.32		0.00	
2008		0.85		1.00		1.10		0.00	
2009	#[OIV/0!		1.00	#	2 IV/0!	#[OIV/0!	

MDR Pricing Data

Parcel:

42/43 - MDR Hotel

Number of Slips:

349

<u>Slip Size</u> Number of Slips	12' - 25' 107	26' - 35' 192	36'-50' 50	<u>50' +</u> 0	<u>Total</u> 349
Year 2003 2004 2005 2006 2007 2008	\$ 9.08 \$ 11.38 \$ 11.79 \$ 12.11 \$ 14.10 \$ 15.69	\$ 9.97 \$ 9.37 \$ 9.97 \$ 12.74 \$ 15.40 \$ 16.19	\$ 28.63 \$ 28.63 \$ 28.63 \$ 15.54 \$ 20.90 \$ 21.20	\$ - \$ - \$ - \$ - \$ - \$ -	0.10
2009* Period Change 2003-2008 2003-2009 Annual Change 2003-2008 2003-2009	\$ - 72.8% N/A 14.6% N/A	\$ - 62.4% N/A 12.5% N/A	\$ - N/A N/A N/A N/A	#DIV/0! #DIV/0! #DIV/0! #DIV/0!	
2001 2003 2004 2005 2006 2007 2008 2009	0.91 1.21 1.18 0.95 0.92 0.97 #DIV/0!	26' - 35' 1.00 1.00 1.00	2.87 2.87 2.06 2.87 1.37 1.36 1.31	50' + 0.00 0.00 0.00 0.00 0.00 0.00 4DIV/0!	E

Parcel:

44 - Pier 44

Number of Slips:

232

<u>Slip Size</u> Number of Slips	12' - 25' 147	26' - 35' 84	<u>36'-50'</u> 1	50' + 0	<u>Total</u> 232
Year 2003 2004 2005 2006 2007 2008 2009*	\$ 9.56 \$ 11.56 \$ 12.68 \$ 11.89 \$ 11.50 \$ -	\$ 11.88 \$ 12.20 \$ 13.24 \$ 13.38 \$ 16.00 \$ 16.00	\$ 14.07 \$ 16.00 \$ 19.00 \$ 16.00 \$ 17.50 \$ 21.00	\$	
Period Change 2003-2008 2003-2009 Annual Change 2003-2008	20.3% N/A 4.1%	34.7% N/A 6.9% N/A	49.3% N/A 9.9% N/A	#DIV/0! #DIV/0! #DIV/0! #DIV/0!	
2003-2009 Indexed Rates 2001 2003 2004	N/A 12' - 25' 0.80 0.95	1.00 1.00	36'-50'	50' +	E,
2005 2006 2007 2008 2009	0.96 0.89 0.72 0.72 #DIV/0!	1.00 1.00 1.00 1.00 1.00	1.09 1.09 1.31 #DIV/0!	0.00 0.00 0.00 0.00 #DIV/0!	

MDR Pricing Data

Parcel:

45/47 - SMYC

Number of Slips:

332

<u>Slip Size</u> Number of Slips	12' - 25' 178	26' - 35' 146	36'-50' 8	50' + 0	<u>Total</u> 332
<u>Year</u>					
2003	\$ 6.50	\$ 9.95	\$ 12.71	\$ -	
2004	\$ 14.47	\$ 10.24	\$ 12.85	\$ -	
2005	\$ 6.29	\$ 10.98	\$ 13.78	\$ -	
2006	\$ 7.49	\$ 10.98	\$ 13.78	\$ -	
2007	\$ 8.12	\$ 11.86	\$ 16.06	\$ -	
2008	\$ 13.18	\$ 14.08	\$ 16.76	\$ -	
2009*	\$ -	\$ -	\$ -	\$ -	
Period Change					
2003-2008	102.8%	41.5%	31.9%	#DIV/0!	
2003-2009	N/A	N/A	N/A	#DIV/0!	
Annual Change					
2003-2008	20.6%	8.3%	6.4%	#DIV/0!	
2003-2009	N/A	N/A	N/A	#DIV/0!	
Indexed Rates	<u> 12' - 25'</u>	<u> 26' - 35'</u>	<u>36'-50'</u>	<u>50' +</u>	
2001	12 - 23	<u> 20 - 33 </u>	<u> 30 -30</u>	50 .	
2001					
2003	0.65	1.00	1.00	0.09	
2004	1.41	1.00	1.25	0.00	
2005	0.57		20	0.00	
2006	0.68		1.66	0.00	
2007	0.68		1.35	0.00	
2008	0.94	-	1.19	0.00	
2009	#DIV/0!	1.00	#DIV/0!	#DIV/0!	
		•			

Parcel:

53 - The Boatyard

Number of Slips:

103

<u>Slip Size</u> Number of Slips	12' - 25' 32	26' - 35' 62	36'-50' 9	<u>50' +</u> 0	<u>Total</u> 103
<u>Year</u>					
2003	\$ 8.00	\$ 11.00	\$ 14.00	\$ -	
2004	\$ 8.00	\$ 11.50	\$ 15.00	\$ -	
2005	\$ 8.25	\$ 12.00	\$ 15.75	\$ -	
2006	\$ 10.75	\$ 15.00	\$ 19.51	\$ -	
2007	\$ 11.00	\$ 14.50	\$ 19.00	\$ -	
2008	\$ 11.75	\$ 15.00	\$ 19.25	\$ -	*
2009*	\$ -	\$ -	\$ -	\$ -	
Period Change					
2003-2008	46.9%	36.4%	37.5%	#DIV/0!	
2003-2009	N/A	N/A	N/A	#DIV/0!	
Annual Change					
2003-2008	9.4%	7.3%	7.5%	#DIV/0!	
2003-2009	N/A	N/A	N/A	#DIV/0!	
Indexed Rates	<u> 12' - 25'</u>	<u> 26' - 35'</u>	<u>36'-50'</u>	<u>50' +</u>	11
2001		<u> </u>			
2003	0.73	1.00	14	1.00	
2004	0.70	1.00	1.30	0.00	
2005	0.69	1.00		0.00	
2006	0.72	1 .00	1.50	0.00	
2007	0.76	7.90	1.31	0.00	
2008	0.78	1.00	1.28	0.00	
2009	#DIV/0!	1.0	#DIV/0!	#DIV/0!	•

Parcel:

54 - Windward Yacht Club

Number of Slips:

53

<u>Slip Size</u> Number of Slips	12' - 25' 0	<u>26' - 35'</u> 4	36'-50' 35	<u>50' +</u> 14	<u>Total</u> 53
<u>Year</u>					
2003	\$ -	\$ 14.50	\$ 16.00	\$ 19.00	
2004	\$ -	\$ 10.00	\$ 16.00	\$ 19.00	
2005	\$ -	\$ 12.08	\$ 17.33	\$ 18.38	
2006	\$ - \$ -	\$ 12.25	\$ 18.37	\$ 21.15	
2007	\$ -	\$ 12.98	\$ 18.88	\$ 22.44	
2008	\$	\$ 13.52	\$ 19.67	\$ 23.35	•
2009*	\$ -	\$ -	\$ -	\$ -	
Period Change					
2003-2008	#DIV/0!	N/A	22.9%	22.9%	
2003-2009	#DIV/0!	N/A	N/A	N/A	
Annual Change					
2003-2008	#DIV/0!	N/A	4.6%	4.6%	
2003-2009	#DIV/0!	N/A	N/A	N/A	
Indexed Rates	<u> 12' - 25'</u>	<u> 26' - 35'</u>	<u>36'-50'</u>	<u>50' +</u>	
2001					
		4.00			
2003	0.00	1.00			
2004	0.00	1.00	1.60	190	
2005	0.00	1.00	J K	1.52	
2006	0.00	1.00	1.10	1.73	
2007	0.00	700	1.45	1.73	
2008	0.00	1.0	1.45	1.73	
2009	#DIV/0!	1.00	#DIV/0!	#DIV/0!	

MDR Pricing Data

Parcel:

125 - Marina City

Number of Slips:

316

<u>Slip Size</u> Number of Slips	12' - 25' 13	26' - 35' 205	36'-50' 80	<u>50' +</u> 18	<u>Total</u> 316
Year					
2003	\$ 9.00	\$ 9.81	\$ 13.42	\$ 15.06	
2004	\$ 10.00	\$ 10.72	\$ 13.81	\$ 16.54	
2005	\$ 11.34	\$ 12.80	\$ 15.99	\$ 18.26	
2006	\$ 13.70	\$ 14.27	\$ 15.96	\$ 22.47	
2007	\$ 13.70	\$ 14.68	\$ 20.70	\$ 26.87	
2008	\$ 14.20	\$ 16.32	\$ 17.15	\$ 36.00	
2009*	\$ -	\$ -	\$ -	\$ -	
Period Change					
2003-2008	57.8%	66.4%	27.8%	139.0%	
2003-2009	N/A	N/A	N/A	N/A	
Annual Change 2003-2008	11.6%	13.3%	5.6%	27.8%	_
2003-2008	11.6% N/A	13.3% N/A	5.6% N/A	27.6% N/A	
2003-2009	IN/A	IN/A	IN/A	IN/A	
Indexed Rates	12' - 25'	26' - 35'	<u>36'-50'</u>	<u>50' +</u>	
2001					
2003	0.92	1.00	1.05	.54	
2004	0.93	1.00	1.29	154	
2005	0.89	1.00	■ 1 23	1.43	
2006	0.96	1 .00	1. 2	1.57	
2007	0.93	100	1.4	1.83	
2008	0.87	1.00	1.05	2.21	•
2009	#DIV/0!	1.0	#DIV/0!	#DIV/0!	

MDR Pricing Data

Parcel:

132 - California Yacht Club

Number of Slips:

253

<u>Slip Size</u> Number of Slips	12' - 25' 25	26' - 35' 72	36'-50' 143	<u>50' +</u> 13	<u>Total</u> 253
Year					
2003	\$ 9.15	\$ 11.95	\$ 15.70	\$ 16.93	
2004	\$ 9.15	\$ 11.95	\$ 15.70	\$ 16.88	
2005	\$ 9.60	\$ 12.33	\$ 16.28	\$ 17.73	
2006	\$ 10.50	\$ 13.25	\$ 17.60	\$ 20.20	
2007	\$ 11.45	\$ 12.70	\$ 18.60	\$ 22.05	
2008	\$ 12.95	\$ 16.11	\$ 21.95	\$ 25.31	
2009*	\$ -	\$ -	\$ -	\$ -	
Period Change					
2003-2008	41.5%	34.8%	39.8%	49.5%	•
2003-2009	N/A	N/A	N/A	N/A	
Annual Change	0.00/	7.0%	8.0%	9.9%	A
2003-2008	8.3%	7.0% N/A	6.0% N/A	9.9% N/A	
2003-2009	N/A	N/A	N/A	IN/A	
Indexed Rates	12' - 25'	<u> 26' - 35'</u>	36'-50'	<u>50' +</u>	
2001	12 20	<u> 20 00 </u>	<u> </u>		
2001					
2003	0.77	1.00	1.0	.42	
2004	0.77	1.00	1.31	141	
2005	0.78	1,00	2	1,44	
2006	0.79	.00	1.88	1,52	
2007	0.90		1.46	1.74	
2008	0.80	1.02	1.36	1.57	
2009	#DIV/0!	1.00	#DIV/0!	#DIV/0!	

MDR Pricing Data

** Due to the fact that the recently completed Parcel 12 has still not achieved stabilized pricing (vacancy is currently over 60%), it is not included as a part of the summary data tables.

Parcel:

12 - Esprit 1

Number of Slips:

216

Slip Size	<u> 12' - 25'</u>	<u> 26' - 35'</u>	<u>36'-50'</u>	50' +	<u>Total</u>
Number of Slips	0	30	111	 75	216
Year 2003 2004 2005 2006 2007 2008 2009	\$ - \$ 5 - \$ 5 - \$ 5 - \$ 5 -	\$ - \$ - \$ - \$ - \$ - \$ 20.75 \$ 19.00	\$ - \$ - \$ - \$ - \$ - \$ 31.50 \$ 24.50	\$ - \$ - \$ - \$ - \$ - \$ 36.00	*Reconfiguration completed changing total slips from 430 to 216.
Period Change 2003-2008 2003-2009	#DIV/0! #DIV/0!	#DIV/0! #DIV/0!	#DIV/0! #DIV/0!	#DIV/0! #DIV/0!	
Annual Change 2003-2008 2003-2009	#DIV/0! #DIV/0!	#DIV/0! #DIV/0!	#DIV/0! #DIV/0!	#DIV/0! #DIV/0!	
Indexed Rates 2001	<u>12' - 25'</u>	<u> 26' - 35'</u>	<u>36'-50'</u>	<u>50' +</u>	
2003 2004 2005 2006 2007 2008 2009	#DIV/0! #DIV/0! #DIV/0! #DIV/0! #DIV/0! 0.00	.	#DJY'0!		

APPENDIX B: Slip Pricing and Patterns in Other SoCal Marinas

Version: SoCal - Slip Pricing Data 2009-3-16

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2	Weighted Average of SoCal Marina Pricing Trends By Slip Size
3-6	Comparison of Marina Pricing Trends By Slip Size
7-10	Comparison of Marina Pricing Trends By Slip Size: MDR vs. SoCal Weighted Average
11	Comparison of 2009 Marina Pricing By Slip Size
12-20	Individual Marina Data

	INVEN	ITORY OF SC	CAL MARIN	IAS		
Marinas	Location	<u>Total</u>	12' - 25'	26' - 35'	<u>36'-50'</u>	<u>50' +</u>
Marina Del Rey Independently Priced * Adjacency Affected		2,442 1,786	600	1,688 811	593 327	149 45
Total MDR Slips		4,228	1,215	1,899	920	194
SoCal Marinas						
Alamitos	Long Beach	1,966	814	667	432	53
Cabrillo	LA / San Pedro		0	743	123	19
King Harbor	Redon Beach	827	59	578	151	39
Port Royal	Redond Beach	338	157	149	26	6
Dana Point	Dana A Int	1,436	752	474	168	42
Dana West	Dana Po	981	288	511	160	22
Lido	Newport Beach	251	60	116	50	25
Lido Dry Stack	Newport Beach	230	77	77	76	0
Bayside	Newport Beach	101	40	28	6	27
Newport Dunes	Newport Beach	429	24	335	70	0
Channel Islands	Ventura	403	28	105	234	36
Anacapa	Ventura	438	134	158	99	47
Total Competitive Sam	ple Slips	8,285	2,433	3,941	1,595	316

Note: Historical data was unavailable for Cabrillo, Lido Dry Stack and Newport Dunes marinas. As a result, these marinas are included in the 2009 comparison data only and are not included in the trend comparison tables or charts.

^{*} This analysis only compares the Independently Priced MDR Marinas to competitive SoCal marinas.

Total 6,741 30.10 \$10.72 \$11.16 \$11.42 \$12.98 \$14.00 \$15.07 \$15.37

40.5% 43.3%

8.1% 7.2%

SoCal Marina Pricing Data

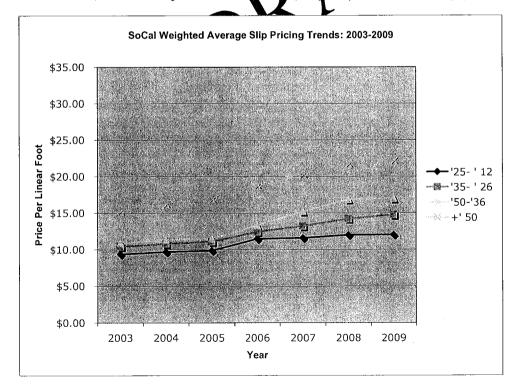
WEIGHTED AVERAGE OF SOCAL MARINA PRICING TRENDS BY SLIP SIZE

Number of Slips:	6,741			
Slip Size	<u> 12' - 25'</u>	<u> 26' - 35'</u>	<u>36'-50'</u>	<u>50' +</u>
Number of Slips	2,332	2,786	1,326	297
Assumed Midpoint (LF)	20.0	30.0	42.5	55.0
<u>Year</u>	<u> 12' - 25'</u>	<u> 26' - 35'</u>	36'-50'	<u>50' +</u>
2003	\$9.39	\$10.44	\$10.87	\$15.46
2004	\$9.68	\$10.83	\$11.35	\$16.40
2005	\$9.87	\$11.11	\$11.50	\$17.09
2006	\$11.48	\$12.43	\$13.31	\$18.95
2007	\$11.61	\$13.22	\$15.25	\$20.48
2008	\$12.00	\$14.22	\$16.88	\$21.92
2009	\$12.04	\$14.76	\$17.01	\$22.34
Period Change				
2003-2008	27.8%	36.2%	55.2%	41.8%
2003-2009	28.2%	41.3%	56.4%	44.5%
Annual Change				
2003-2008	5.6%	7.2%	11.0%	8.4%
2003-2009	4.7%	6.9%	9.4%	7.4%
Indexed Rates	12' - 25'	26' - 35'	36'-50'	50' +
2003	0.90	1,00	1.04	1.48
2004	0.89	1.00	1.05	1.51
2005	0.89	1.00	1.04	1.54
2006	0.92	1.00	1.07	1.52
2007	0.88	1.00	1.15	1.55
2008	0.84	1.00	1.19	1.54
2009	0.82	1.00	1.15	1.51
*==				

FI

Note: In most cases, 2003-2008 rents given are the mee

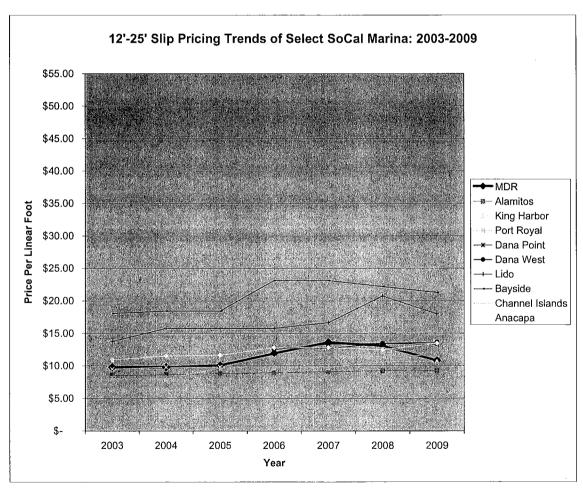
cing survey ata for each size category.



SoCal Marina Pricing Data

COMPARISON OF MARINA PRICING TRENDS BY SLIP SIZE

Slip Size	<u>12</u>	<u>2' - 25'</u>																			
Number of Slips		612		814		59		157		752		288		60		40		28		134	2,332
					<u>King</u>		<u>Port</u>			<u>Dana</u>		<u>Dana</u>						<u>Channel</u>			SOCAL
	MDR		Α	<u>Alamitos</u>		arbor	Į	Royal		<u>Point</u>		<u>West</u>		<u>Lido</u>		<u>Bayside</u>		<u>Islands</u>		nacapa	WTD. AVE.
2003	\$	9.79	\$	8.50	\$	8.00	\$	9.50					\$	13.78	\$	18.07	\$	8.40	\$	10.92	\$9.39
2004	\$	9.79	\$	8.65	\$	8.00	\$	9.80					\$	15.75	\$	18.43	\$	8.40	\$	11.52	\$9.68
2005	\$	10.07	\$	8.80	\$	9.71	\$	9.80					\$	15.75	\$	18.43	\$	8.40	\$	11.64	\$9.87
2006	\$	11.91	\$	8.95	\$	9.71	\$	11.25	\$	12.92	\$	12.53	\$	15.75	\$	23.13	\$	8.40	\$	12.80	\$11.48
2007	\$	13.60	\$	9.10	\$	9.71	\$	11.25	\$	12.69	\$	13.34	\$	16.63	\$	23.13	\$	11.28	\$	12.80	\$11.61
2008	\$	13.08	\$	9.25	\$	10.67	\$	10.67	\$	13.44	\$	13.44	\$	20.75	\$	22.21	\$	12.76	\$	12.48	\$12.00
2009	\$	10.80	\$	9.25	\$	10.67	\$	12.06	\$	13.32	\$	13.65	\$	18.00	\$	21.28	\$	11.75	\$	13.48	\$12.04
Period Change																					
2003-2008	33.5%			8.8%		33.4%		12.3%		4.0%		7.3%		50.6%		22.9%		51.9%		14.3%	27.8%
2003-2009	10.3%			8.8%		33.4%		26.9%		3.1%		8.9%		30.6%		17.8%		39.9%		23.4%	28.2%
Annual Change																					
2003-2008	6.7%			1.8%		6.7%		2.5%		0.8%		1.5%		10.1%		4.6%		10.4%		2.9%	5.6%
2003-2009		1.7%		1.5%		5.6%		4.5%		0.5%		1.5%		5.1%		3.0%		6.6%		3.9%	4.7%

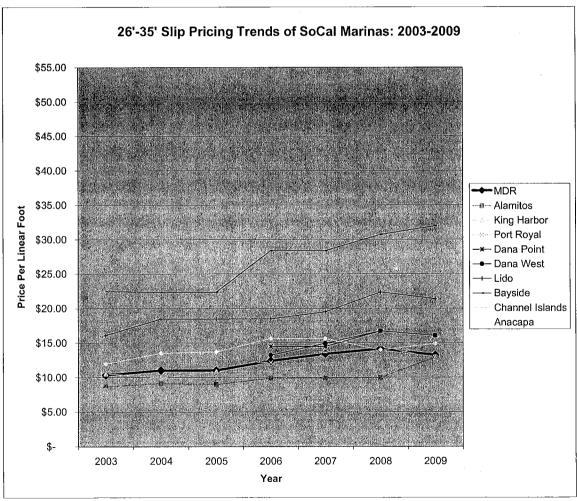


Note: MDR Pricing data are the weighted average of the Independently Priced Slips (Parcels 7,8,10,13,15,18,20,21,28,111/112).

SoCal Marina Pricing Data

COMPARISON OF MARINA PRICING TRENDS BY SLIP SIZE

Slip Size	26	<u>6' - 35'</u>																		
Number of Slips		1,088		667		578		.149	474	511		116		28		105		158	2,7	7 86
•						King		<u>Port</u>	<u>Dana</u>	<u>Dana</u>					C	<u>hannel</u>			SOCAL	L
		MDR	<u> </u>	lamitos	Ŀ	larbor	Ī	Royal	<u>Point</u>	West		<u>Lido</u>	<u>B</u>	<u>aysidę</u>	18	lands	<u>A</u> r	nacapa	WTD. A	<u>/E.</u>
2003	\$	10.35	\$	8.70	\$	10.54	\$	11.00			\$	16.10	\$	22.47	\$	8.40	\$	11.97	\$10	.44
2004	\$	11.01	\$	9.13	\$	9.95	\$	12.55			\$	18.50	\$	22.36	\$	8.40	\$	13.53	\$10	.83
2005	\$	11.02	\$	9.00	\$	10.89	\$	12.55			\$	18.50	\$	22.36	\$	8.56	\$	13.71	\$11	
2006	\$	12.40	\$	9.90	\$	10.89	\$	12.13	\$ 14.48	\$ 13.22	\$	18.50	\$	28.38	\$	8.56	\$	15.63	\$12	.43
2007	\$	13.39	\$	9.90	\$	12.06	\$	12.13	\$ 14.48	\$ 14.94	\$	19.50	\$	28.38	\$	13.61	\$	15.63	\$13	.22
2008	\$	14.17	\$	9.95	\$	12.80	\$	12.80	\$ 16.72	\$ 16.72	\$	22.38	\$	30.72	\$	14.60	\$	13.96	\$14	.22
2009	\$	13.23	\$	12.90	\$	12.80	\$	14.98	\$ 16.06	\$ 16.05	\$	21.38	\$	31.95	\$	12.68	\$	14.90	\$14	.76
Period Change																				
2003-2008	:	36.9%		14.4%	2	21.4%	•	16.4%	15.5%	26.5%	;	39.0%	:	36.7%	7	73.8%		16.6%	36.2%	1
2003-2009	2	27.9%		48.3%	:	21.4%	3	36.2%	10.9%	21.4%	:	32.8%	4	42.2%	,	51.0%	2	24.5%	41.3%	ı
Annual Change																				
2003-2008		7.4%		2.9%		4.3%		3.3%	3.1%	5.3%		7.8%		7.3%		14.8%		3.3%	7.2%	
2003-2009		4.6%		8.0%		3.6%		6.0%	1.8%	3.6%		5.5%		7.0%		8.5%		4.1%	6.9%	

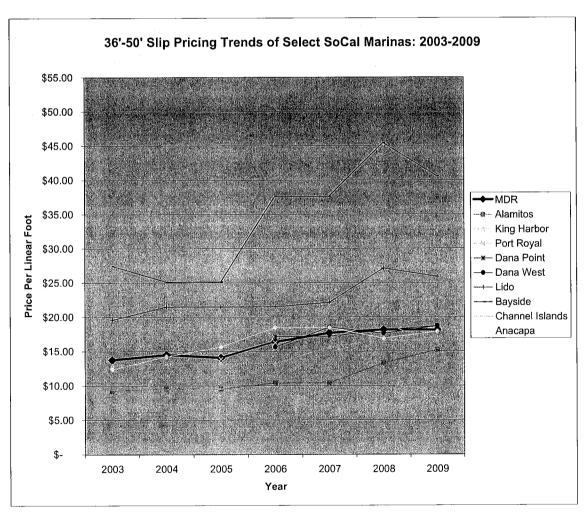


Note: MDR Pricing data are the weighted average of the Independently Priced Slips (Parcels 7,8,10,13,15,18,20,21,28,111/112).

SoCal Marina Pricing Data

COMPARISON OF MARINA PRICING TRENDS BY SLIP SIZE

Slip Size	3	<u>6'-50'</u>																		
Number of Slips		593		432		151		26	168	160		50		6		234		99		1,326
•					1	King		Port_	<u>Dana</u>	Dana					CI	<u>nannel</u>				OCAL
	1	MDR_	Al	amitos	<u>H</u>	<u>arbor</u>	<u> </u>	Royal	<u>Point</u>	West		<u>Lido</u>	<u>B</u>	<u>ayside</u>	<u>ls</u>	lands	<u>Ar</u>	nacapa	<u>WT</u>	D. <u>AVE.</u>
2003	\$	13.76	\$	9.25	\$	12.96	\$	12.28			\$	19.58	\$	27.45	\$	9.45	\$	12.38		\$10.87
2004	\$	14.50	\$	9.55	\$	13.28	\$	13.50			\$	21.50	\$	25.13	\$	9.45	\$	14.24		\$11.35
2005	\$	14.06	\$	9.53	\$	13.21	\$	13.88			\$	21.50	\$	25.13	\$	9.55	\$	15.64		\$11.50
2006	\$	16.38	\$	10.38	\$	13.21	\$	16.25	\$ 17.15	\$ 15.63	\$	21.50	\$	37.63	\$	9.55	\$	18.44		\$13.31
2007	\$	17.68	\$	10.38	\$	15.64	\$	16.25	\$ 17.15	\$ 18.52	\$	22.13	\$	37.63	\$	16.87	\$	18.44		\$15.25
2008	\$	18.14	\$	13.30	\$	16.58	\$	16.58	\$ 18.09	\$ 17.60	\$	27.13	\$	45.44	\$	19.43	\$	16.89		\$16.88
2009	\$	18.10	\$	15.19	\$	16.58	\$	17.65	\$ 18.69	\$ 18.69	\$	25.88	\$	40.56	\$	15.34	\$	17.85		\$17.01
Period Change																				
2003-2008	3	31.8%		43.8%	2	7.9%	3	35.0%	5.5%	12.6%	;	38.6%	6	55.5%	1	05.6%	3	36.4%	5	5.2%
2003-2009	3	31.5%	• 1	64.2%	2	7.9%	4	13.7%	9.0%	19.6%	:	32.2%	4	47.8%	6	32.3%	4	14.2%	5	6.4%
Annual Change																				
2003-2008		6.4%		8.8%		5.6%		7.0%	1.1%	2.5%		7.7%		13.1%		21.1%		7.3%		1.0%
2003-2009		5.3%		10.7%		4.7%		7.3%	1.5%	3.3%		5.4%		8.0%	•	10.4%		7.4%		9.4%

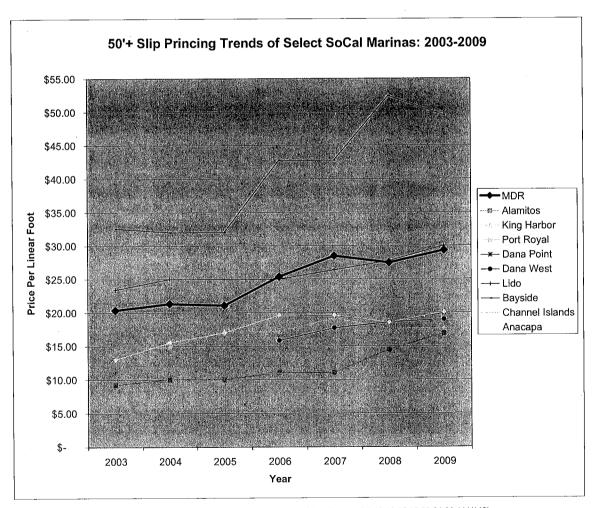


Note: MDR Pricing data are the weighted average of the Independently Priced Slips (Parcels 7,8,10,13,15,18,20,21,28,111/112).

SoCal Marina Pricing Data

COMPARISON OF MARINA PRICING TRENDS BY SLIP SIZE

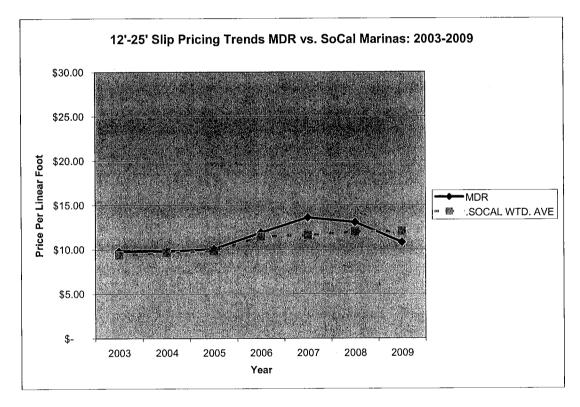
Slip Size		<u>50'+</u>																
Number of Slips		149		53		39		6	42	22	25		27		36		47	297
						King		<u>Port</u>	<u>Dana</u>	<u>Dana</u>				ÇI	<u>nannel</u>			SOCAL
		MDR	Α	lamitos	H	larbor	1	Royal	Point	West	<u>Lido</u>	<u>B</u>	<u>ayside</u>	İş	lands	<u>Ar</u>	nacapa	WTD. AVE.
2003	\$	20.39	\$	9.25	\$	14.39	\$	13.60			\$ 23.44	\$	32.60	\$	10.81	\$	13.04	\$15.46
2004	\$	21.36	\$	10.05	\$	14.95	\$	16.00			\$ 25.00	\$	32.00	\$	10.81	\$	15.56	\$16.40
2005	\$	21.10	\$	10.05	\$	17.23	\$	16.00			\$ 25.00	\$	32.00	\$	10.93	\$	17.02	\$17.09
2006	\$	25.38	\$	11.05	\$	17.23	\$	17.50	\$ 19.57	\$ 15.86	\$ 25.00	\$	42.75	\$	10.93	\$	19.63	\$18.95
2007	\$	28.48	\$	11.05	\$	19.20	\$	17.50	\$ 19.57	\$ 17.72	\$ 26.38	\$	42.75	\$	19.30	\$	19.63	\$20.48
2008	\$	27.45	\$	14.50	\$	17.65	\$	17.65	\$ 18.58	\$ 18.58	\$ 27.75	\$	52.40	\$	21.60	\$	18.56	\$21.92
2009	\$	29.32	\$	16.90	\$	17.65	\$	18.73	\$ 19.92	\$ 18.98	\$ 30.00	\$	49.53	\$	18.18	\$	20.05	\$22.34
Period Change																		
2003-2008	;	34.7%		56.8%	:	22.7%	:	29.8%	-5.1%	17.2%	18.4%	(60.7%	Ş	99.8%		12.3%	41.8%
2003-2009	4	43.8%		82.7%	:	22.7%	;	37.7%	1.8%	19.7%	28.0%		51.9%	•	68.2%		53.8%	44.5%
Annual Change													40.404		20.00/		0.50/	0.40/
2003-2008		6.9%		11.4%		4.5%		6.0%	-1.0%	3.4%	3.7%		12.1%		20.0%		8.5%	8.4%
2003-2009		7.3%		13.8%		3.8%		6.3%	0.3%	3.3%	4.7%		8.7%		11.4%		9.0%	7.4%



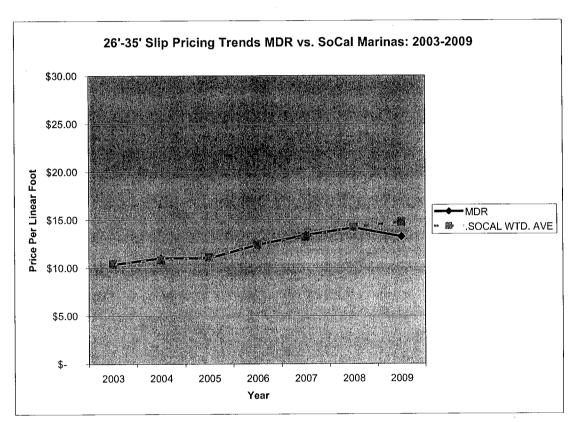
Note: MDR Pricing data are the weighted average of the Independently Priced Slips (Parcels 7,8,10,13,15,18,20,21,28,111/112).

COMPARISON OF MARINA PRICING TRENDS BY SLIP SIZE: MDR VS. SOCAL WEIGHTED AVERAGE

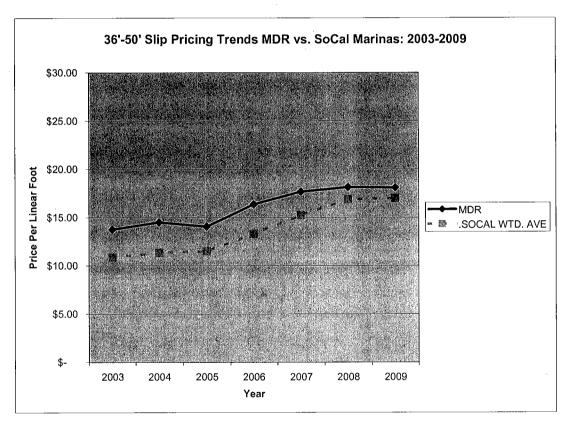
Slip Size	1	<u>2' - 25'</u>	
Number of Slips		612	2,332
·			SOCAL
		MDR_	WTD. AVE.
2003	\$	9.79	\$9.39
2004	\$	9.79	\$9.68
2005	\$	10.07	\$9.87
2006	\$	11.91	\$11.48
2007	\$	13.60	\$11.61
2008	\$	13.08	\$12.00
2009	\$	10.80	\$12.04
Period Change			
2003-2008		33.5%	27.8%
2003-2009		10.3%	28.2%
Annual Change			
2003-2008		6.7%	5.6%
2003-2009		1.7%	4.7%



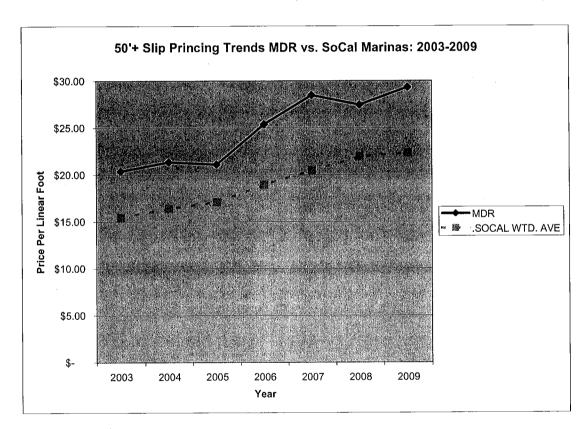
Slip Size	<u>26</u>	<u>' - 35'</u>	
Number of Slips		1,088	2,786
			SOCAL
	1	MDR	WTD. AVE.
2003	\$	10.35	\$10.44
2004	\$	11.01	\$10.83
2005	\$	11.02	\$11.11
2006	\$	12.40	\$12.43
2007	\$	13.39	\$13.22
2008	\$	14.17	\$14.22
2009	\$	13.23	\$14.76
Period Change			
2003-2008	3	36.9%	36.2%
2003-2009	2	27.9%	41.3%
Annual Change			
2003-2008		7.4%	7.2%
2003-2009		4.6%	6.9%



Slip Size	3	6'-50'	
Number of Slips		593	1,326
,			SOCAL
		<u>MDR</u>	WTD. AVE.
2003	\$	13.76	\$10.87
2004	\$	14.50	\$11.35
2005	\$	14.06	\$11.50
2006	\$	16.38	\$13.31
2007	\$	17.68	\$15.25
2008	\$	18.14	\$16.88
2009	\$	18.10	\$17.01
Period Change			
2003-2008		31.8%	55.2%
2003-2009		31.5%	56.4%
Annual Change			
2003-2008		6.4%	11.0%
2003-2009		5.3%	9.4%

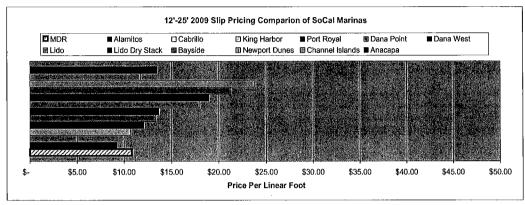


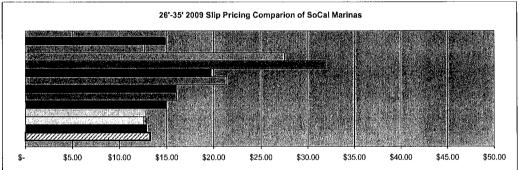
Slip Size		<u>50'+</u>			
Number of Slips		149	297		
			SOCAL		
		MDR	WTD. AVE.		
2003	\$	20.39	\$15.46		
2004	\$	21.36	\$16.40		
2005	\$	21.10	\$17.09		
2006	\$	25.38	\$18.95		
2007	\$	28.48	\$20.48		
2008	\$	27.45	\$21.92		
2009	\$	29.32	\$22.34		
Period Change					
2003-2008	3	34.7%	41.8%		
2003-2009	4	13.8%	44.5%		
Annual Change					
2003-2008		6.9%	8.4%		
2003-2009		7.3%	7.4%		

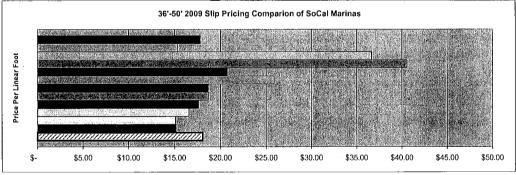


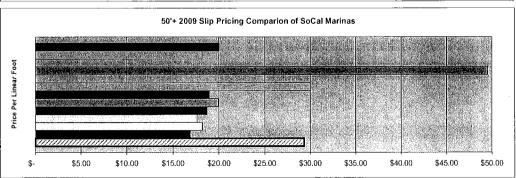
COMPARISON OF 2009 MARINA PRICING BY SLIP SIZE

				<u>King</u>	Port	<u>Dana</u>	<u>Dana</u>		Lido Dry		Newport_	<u>Channel</u>	
Number of Slips	MDR	<u>Alamitos</u>	Cabrillo	<u>Harbor</u>	Royal	Point	West	<u>Lido</u>	<u>Stack</u>	<u>Bayside</u>	Dunes	<u>Islands</u>	Anacapa
12' - 25'	0 12	814		59	157	752	288	60	77	40	45	28	134
26' - 35'	1,088	667	743	578	149	474	511	116	77	28	335	105	158
36' - 50'	593	432	123	151	26	168	160	50	76	6	70	234	99
50'+	149	53	19	39	6	42	22	25	0	. 27	0	36	47
				King	Port	Dana	<u>Dana</u>		Lido Dry		<u>Newport</u>	Channel	
Slip Pricing	MDR	Alamitos	Cabrillo	<u>King</u> <u>Harbor</u>	Port Royal	<u>Dana</u> Point	<u>Dana</u> West	Lido	Lido Dry Stack	Bayside	Newport Dunes	Channel Islands	Anacapa
Slip Pricing 12' - 25'	MDR \$ 10.80	Alamitos \$ 9.25	<u>Cabrillo</u> \$					<u>Lido</u> \$ 18.00		Bayside \$ 21.28			Anacapa \$ 13.48
			_	Harbor	Royal	Point	West		Stack		Dunes	Islands	
12' - 25'	\$ 10.80	\$ 9.25	\$ -	Harbor \$ 10.67	Royal \$ 12.06	Point \$ 13.32	West \$ 13.65	\$ 18.00	Stack \$ 19.00	\$ 21.28	<u>Dunes</u> \$ 23.75	<u>Islands</u> \$ 11.75	\$ 13.48









Marina:

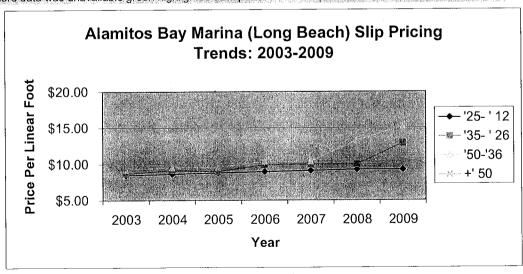
Alamitos Bay Marina (Long Beach)

Number of Slips:

1,966

1569

Number of Sups.	1,900	1008			
Slip Size Number of Slips	<u>12' - 25'</u> 814	26' - 35' 667	36'-50' 432	<u>50' +</u> 53	<u>Total</u> 1,966
2003 2004 2005 2006 2007 2008 2009	12' - 25' \$ 8.50 \$ 8.66 \$ 8.95 \$ 9110 \$ 9.25 \$ 9.25	26' - 35' \$ 8.70 \$ 9.13 \$ 9.00 \$ 9.90 \$ 9.95 \$ 12.90	\$ 9.25 \$ 9.55 \$ 9.53 \$ 10.38 \$ 10.38 \$ 13.30 \$ 15.19	\$\frac{50' +}{9.25}\$ \$ 10.05 \$ 10.05 \$ 11.05 \$ 11.05 \$ 14.50 \$ 16.90	
Period Change 2003-2008 2003-2009	8.8% 8.8%	14.4% 48.3%	43.8% 64.2%	56.8% 82.7%	
Annual Change 2003-2008 2003-2009	1.8% 1.5%	2.9% 8.0%	8.8% 10.7%	11.4% 13.8%	
Indexed Rates 2001	<u> 12' - 25'</u>	<u> 26' - 35'</u>	<u>36'-50'</u>	<u>50' +</u>	CI
2003 2004 2005 2006 2007 2008 2009	0.98 0.95 0.98 0.90 0.92 0.93 0.72	1.00 1.00 1.00 1.00 1.00 1.00	1.05 1.06 1.05 1.05	1. 0 1. 2	T



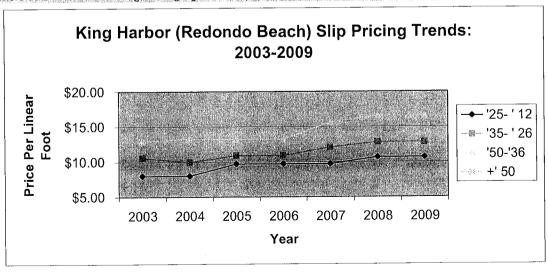
Marina:

King Harbor (Redondo Beach)

Number of Slips:

827

<u>Slip Size</u> Number of Slips	12' - 25' 59	26' - 35' 578	<u>36'-50'</u> 151	50' + 39	<u>Total</u> 827
2003 2004 2005 2006 2007 2008 2009	12' - 25' \$ 8.00 \$ 9.71 \$ 9.71 \$ 9.71 \$ 10.67 \$ 10.67	26' - 35' \$ 10.54 \$ 9.95 \$ 10.89 \$ 10.89 \$ 12.06 \$ 12.80 \$ 12.80	36'-50' \$ 12.96 \$ 13.28 \$ 13.21 \$ 13.21 \$ 15.64 \$ 16.58 \$ 16.58	50' + \$ 14.39 \$ 14.95 \$ 17.23 \$ 17.23 \$ 19.20 \$ 17.65 \$ 17.65	
Period Change 2003-2008 2003-2009	33.4% 33.4%	21.4% 21.4%	27.9% 27.9%	22.7% 22.7%	
Annual Change 2003-2008 2003-2009	6.7% 5.6%	4.3% 3.6%	5.6% 4.7%	4.5% 3.8%	
Indexed Rates 2001	<u>12' - 25'</u>	<u>26' - 35'</u>	<u>36'-50'</u>	<u>50' +</u>	C'
2003 2004 2005 2006 2007 2008 2009	0.76 0.80 0.89 0.89 0.81 0.83	1.00 1.00 1.00 1.00 1.00	1.33 1.21 1.21 1.3		



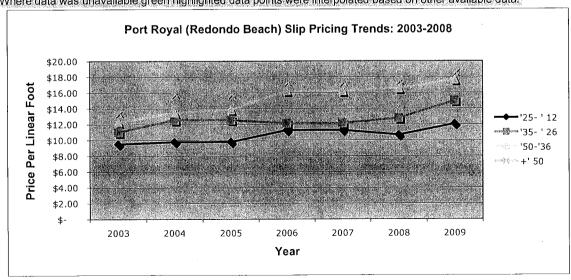
Marina:

Port Royal (Redondo Beach)

Number of Slips:

338

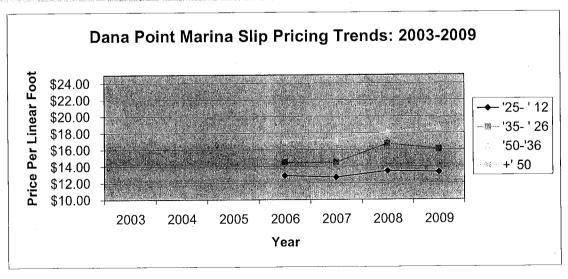
<u>Slip Size</u> Number of Slips	12' - 25' 157	26' - 35' 149	<u>36'-50'</u> 26	50' + 6	<u>Total</u> 338
2003 2004 2005 2006 2007 2008 2009	12' - 25' \$ 9.50 \$ 9.80 \$ 9.80 \$ 11.25 \$ 10.67 \$ 12.06	26' - 35' \$ 11.00 \$ 12.55 \$ 12.55 \$ 12.13 \$ 12.13 \$ 12.80 \$ 14.98	\$ 12.28 \$ 13.50 \$ 13.88 \$ 16.25 \$ 16.25 \$ 16.58 \$ 17.65	50' + \$ 13.60 \$ 16.00 \$ 16.00 \$ 17.50 \$ 17.50 \$ 17.65 \$ 18.73	
Period Change 2003-2008 2003-2009	12.3% 26.9%	16.4% 36.2%	35.0% 43.7%	29.8% 37.7%	
Annual Change 2003-2008 2003-2009	2.5% 4.5%	3.3% 6.0%	7.0% 7.3%	6.0% 6.3%	
Indexed Rates 2001	<u>12' - 25'</u>	<u>26' - 35'</u>	<u>36'-50'</u>	<u>50' +</u>	
2003 2004 2005 2006 2007 2008 2009	0.86 0.78 0.78 0.93 0.93 0.83	1.00 1.00 1.00 1.00 1.00 1.00	1.12 1.08 34 1.4 1.1	1 1 1 1 1 7 1 1 2 1 4 4 1 3 8 1 . 2 5	



Marina:

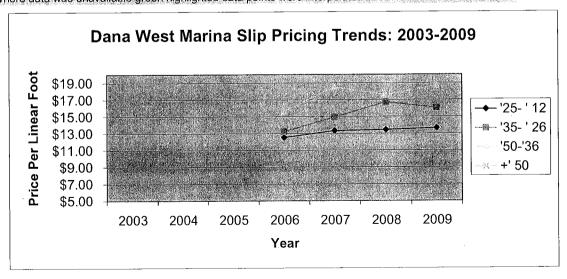
Dana Point

Number of Slips:	1,436				
<u>Slip Size</u> Number of Slips	12' - 25' 752	26' - 35' 474	36'-50' 168	<u>50' +</u> 42	<u>Total</u> 1,436
	<u> 12' - 25'</u>	<u> 26' - 35'</u>	<u>36'-50'</u>	<u>50' +</u>	
2003 2004			,		
2004					
2006	\$ 12.92	\$ 14.48	\$ 17.15	\$ 19.57	
2007	\$ 12.69	\$ 14.48	\$ 17.15	\$ 19.57	
2008	\$ 13.44	\$ 16.72	\$ 18.09	\$ 18.58	
2009	\$ 13.32	\$ 16.06	\$ 18.69	\$ 19.92	
Period Change					
2006-2008	4.0%	15.5%	5.5%	-5.1%	
2006-2009	3.1%	10.9%	9.0%	1.8%	
Annual Change					
2006-2008	2.0%	7.7%	2.7%	-2.5%	
2006-2009	1.0%	3.6%	3.0%	0.6%	
Indexed Rates 2001	<u> 12' - 25'</u>	<u> 26' - 35'</u>	<u>36'-50'</u>	<u>50' +</u>	
2003	#DIV/0!	1.00	#DIV/0!	#DIV/	
2004	#DIV/0!	1.00	#DIV/0!	#DIV/(!	
2005	#DIV/0!	1.00	#DIV/0:	#DIV/0	
2006	0.89	1.00	18	1.35	
2007	0.88	1.00		1.76	
2008	0.80	1.00	1.0	1.11	
2009	0.83	00	1.1	1.24	



Marina: Dana	West Marina
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Number of Slips:	981				
Slip Size Number of Slips	12' - 25' 288	<u>26' - 35'</u> 511	<u>36'-50'</u> 160	<u>50' +</u> 22	<u>Total</u> 981
	<u> 12' - 25'</u>	<u> 26' - 35'</u>	<u> 36'-50'</u>	<u>50' +</u>	
2003					
2004					
2005 2006	\$ 12.53	\$ 13.22	\$ 15.63	\$ 15.86	
2007	\$ 13.34	\$ 14.94	\$ 18.52	\$ 17.72	
2008	\$ 13.44	\$ 16.72	\$ 17.60	\$ 18.58	
2009	\$ 13.65	\$ 16.05	\$ 18.69	\$ 18.98	
Period Change					
2006-2008	7.3%	26.5%	12.6%	17.2%	
2006-2009	8.9%	21.4%	19.6%	19.7%	
Annual Change					
2006-2008	3.6%	13.2%	6.3%	8.6%	
2006-2009	3.0%	7.1%	6.5%	6.6%	
Indexed Rates	<u> 12' - 25'</u>	<u> 26' - 35'</u>	<u>36'-50'</u>	<u>50' +</u>	
2001					11
2003	#DIV/0!	1.00	#DIV/0!	#DIV/	K , ,
2004	#DIV/0!	1.00	#DIV/0!	#DIV/(!	
2005	#DIV/0!	1.00	#DIV/o:	#DIV/0	
2006	0.95	1.00	.18	1.20	
2007	0.89	100		1.70	
2008	0.80	1.00	1.0	1.11	
2009	0.85	00	1.19	1.10	
		1			



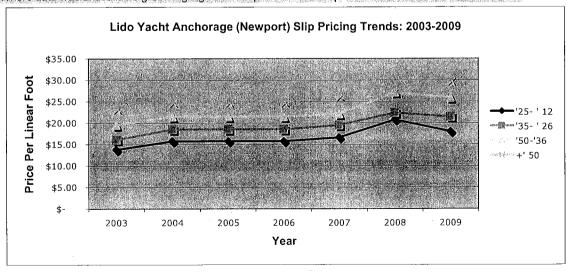
Marina:

Lido Yacht Anchorage (Newport Beach)

Number of Slips:

251

Clin Ciro	12' - 25'	26' - 35'	36'-50'	50' +	Total
<u>Slip Size</u> Number of Slips	60	116	<u>30-30</u> 50	30 + 25	<u>10tai</u> 251
rambor of Onpo	12' - 25'	<u> 26' - 35'</u>	36'-50'	50' +	
2003	\$ 13.78	\$ 16.10	\$ 19.58	\$ 23.44	
2004	\$ 15.75	\$ 18.50	\$ 21.50	\$ 25.00	
2005	\$ 15.75	\$ 18.50	\$ 21.50	\$ 25.00	
2006	\$ 15.75	\$ 18.50	\$ 21.50	\$ 25.00	
2007	\$ 16.63	\$ 19.50	\$ 22.13	\$ 26.38	
2008	\$ 20.75	\$ 22.38	\$ 27.13	\$ 27.75	
2009	\$ 18.00	\$ 21.38	\$ 25.88	\$ 30.00	•
Period Change	ψ 10.00	Ψ 21.00	Ψ 20.00	Ψ 00.00	
2003-2008	50.6%	39.0%	38.6%	18.4%	
2003-2009	30.6%	32.8%	32.2%	28.0%	
Annual Change					
2003-2008	10.1%	7.8%	7.7%	3.7%	
2003-2009	5.1%	5.5%	5.4%	4.7%	
Indexed Rates	<u> 12' - 25'</u>	<u> 26' - 35'</u>	<u>36'-50'</u>	<u>50' +</u>	
2001					
0000		4.00	4.00	4	
2003	0.86	1.00	1.22		
2004	0.85	1.00	1.16	1.00	
2005	0.85	1.00	110	1.15	
2006	0.85	1.00 1.00	.16		
2007	0.85			1.24	
2008	0.93	1.00	1.2	1.24	
2009	0.84	00	1.4	1.40	



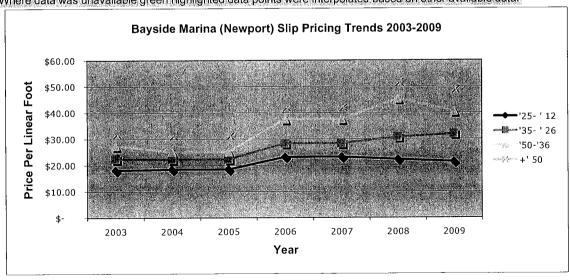
Marina:

Bayside Marina (Newport Beach)

Number of Slips:

101

Slip Size Number of Slips	12' - 25' 40	26' - 35' 28	36'-50'	<u>50' +</u> 27	<u>Total</u> 101
	12' - 25'	26' - 35'	36'-50'	<u>50' +</u>	
2003	\$ 18.07	\$ 22.47	\$ 27.45	\$ 32.60	
2004	\$ 18.43	\$ 22.36	\$ 25.13	\$ 32.00	
2005	\$ 18.43	\$ 22.36	\$ 25.13	\$ 32.00	
2006	\$ 23.13	\$ 28.38	\$ 37.63	\$ 42.75	
2007	\$ 23.13	\$ 28.38	\$ 37.63	\$ 42.75	
2008	\$ 22,21	\$ 30.72	\$ 45.44	\$ 52.40	
2009	\$ 21.28	\$ 31.95	\$ 40.56	\$ 49.53	
Period Change					
2003-2008	22.9%	36.7%	65.5%	60.7%	
2003-2009	17.8%	42.2%	47.8%	51.9%	
Annual Change					
2003-2008	4.6%	7.3%	13.1%	12.1%	
2003-2009	3.0%	7.0%	8.0%	8.7%	
			001 501	501 .	
Indexed Rates	<u> 12' - 25'</u>	<u> 26' - 35'</u>	<u>36'-50'</u>	<u>50' +</u>	
2001					71
2003	0.80	1.00	1.22	1	K , ,
2004	0.82	1.00	1.12	1.13	
2005	0.82	1.00	1.12	1.13	
2006	0.82	1.00	.33	1.51	
2007	0.82	1.00	100	1.9	
2008	0.72	1.00	1.48	1.71	
2009	0.67	00	1.2	1.55	
		7			



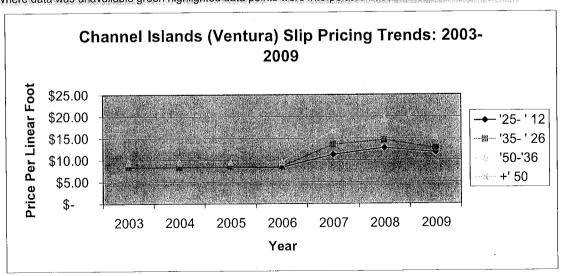
Marina:

Channel Islands Marina (Ventura)

Number of Slips:

403

<u>Slip Size</u> Number of Slips	<u>12' - 25'</u> 28	26' - 35' 105	36'-50' 234	50' + 36	<u>Total</u> 403
2003 2004 2005 2006 2007 2008 2009	\$ 8.40 \$ 8.40 \$ 8.40 \$ 8.40 \$ 11.28 \$ 12.76 \$ 11.75	26' - 35' \$ 8.40 \$ 8.40 \$ 8.56 \$ 13.61 \$ 14.60 \$ 12.68	\$ 9.45 \$ 9.55	50' + \$ 10.81 \$ 10.93 \$ 10.93 \$ 10.93 \$ 19.30 \$ 21.60 \$ 18.18	
Period Change 2003-2008 2003-2009	51.9% 39.9%	73.8% 51.0%	105.6% 62.3%	99.8% 68.2%	
Annual Change 2003-2008 2003-2009	10.4% 6.6%	14.8% 8.5%	21.1% 10.4%	20.0% 11.4%	
Indexed Rates 2001	<u>12' - 25'</u>	<u> 26' - 35'</u>	<u>36'-50'</u>	<u>50' +</u>	C
2003 2004 2005 2006 2007 2008 2009	1.00 1.00 0.98 0.98 0.83 0.87 0.93	1.00 1.00 1.00 1.00 1.00 1.00	1.1		



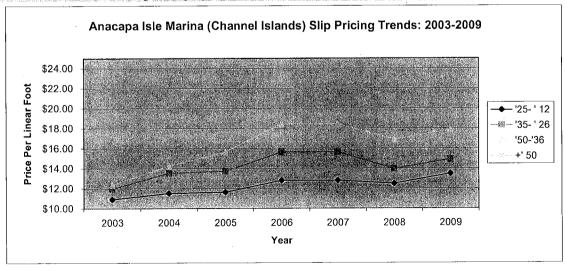
Marina:

Anacapa Isle Marina (Ventura)

Number of Slips:

438

<u>Slip Size</u> Number of Slips	12' - 25' 134	26' - 35' 158	36'-50' 99	50' + 47	<u>Total</u> 438
2003 2004 2005 2006 2007 2008	12' - 25' \$ 10.92 \$ 11.52 \$ 11.64 \$ 12.80 \$ 12.80 \$ 12.48	26' - 35' \$ 11.97 \$ 13.53 \$ 13.71 \$ 15.63 \$ 15.63 \$ 13.96	36'-50' \$ 12.38 \$ 14.24 \$ 15.64 \$ 18.44 \$ 18.44 \$ 16.89	50' + \$ 13.04 \$ 15.56 \$ 17.02 \$ 19.63 \$ 19.63 \$ 18.56	
2009 Period Change 2003-2008 2003-2009 Annual Change	\$ 13.48 14.3% 23.4%	\$ 14.90 16.6% 24.5%	\$ 17.85 36.4% 44.2%	\$ 20.05 42.3% 53.8%	
2003-2008 2003-2009 Indexed Rates	2.9% 3.9% 12' - <u>25'</u>	3.3% 4.1% 26' - 35'	7.3% 7.4% <u>36'-50'</u>	8.5% 9.0% <u>50' +</u>	
2001 2003 2004 2005 2006 2007 2008 2009	0.91 0.85 0.85 0.82 0.82 0.89 0.90	1.00 1.00 1.00 1.00 1.00 1.00	1.03 1.05 1.18 1.2 1.2	1 1.5 1.4	



APPENDIX C: Slip Vacancy & Patterns in Marina Del Rey

Version: MDR - Vacancy Data 2009-3-16

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Note: Independently Priced Slips are those slips that are not associated with yacht club hotels, boat yards and/or boat sales. These include slips belonging to parcels 7,8,10,13,15,18,20,21,28,111/112.

JRAI

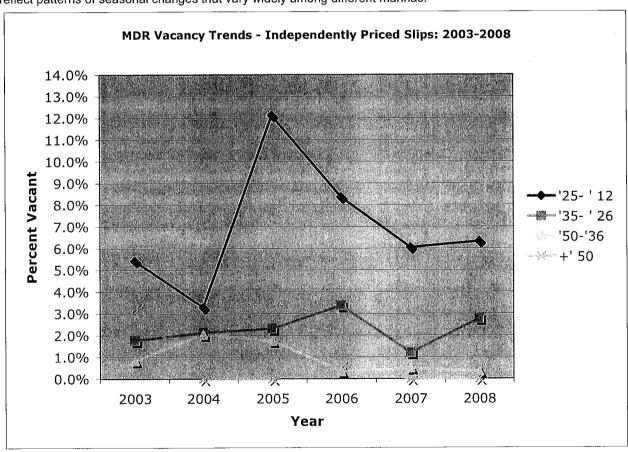
Independently Priced Slips - Vacancy Trends

Number of Slips:

2,442

Slip Size Number of Slips	12' - 25' 612	26' - 35' 1,088	36'-50' 593	<u>50' +</u> 149	<u>Total</u> 2,442
	<u> 12' - 25'</u>	<u> 26' - 35'</u>	<u>36'-50'</u>	<u>50' +</u>	<u>Total</u>
2003	5.4%	1.8%	0.8%	3.4%	2.6%
2004	3.3%	2.1%	2.0%	0.0%	2.3%
2005	12.1%	2.3%	1.8%	0.0%	4.5%
2006	8.4%	3.4%	0.3%	0.7%	3.7%
2007	6.0%	1.2%	0.5%	0.0%	2.2%
2008	6.3%	2.8%	0.3%	0.0%	2.9%

^{*} Efforts to obtain vacancy data for 2009 produced anomalous and internally inconsistent results, which appear to reflect patterns of seasonal changes that vary widely among different marinas.



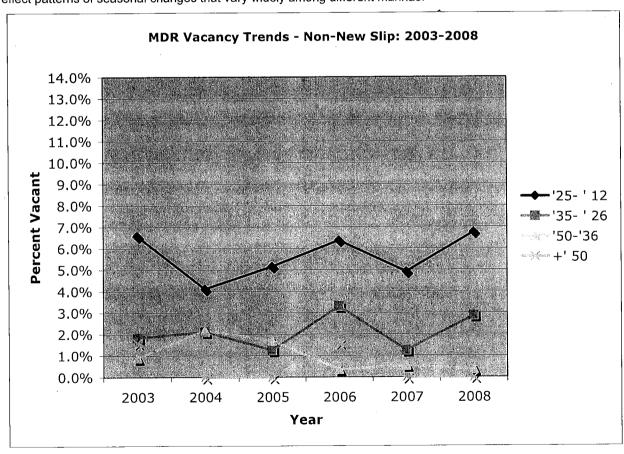
Independently Priced Slips - Non-New Slip Vacancy Trends (Excludes Parcels 111, 112)

Number of Slips:

2,155

Slip Size Number of Slips	12' - 25' 489	26' - 35' 1,049	36'-50' 554	<u>50' +</u> 63	<u>Total</u> 2,155
Year	<u> 12' - 25'</u>	<u> 26' - 35'</u>	<u> 36'-50'</u>	<u>50' +</u>	<u>Total</u>
2003	6.6%	1.8%	0.9%	1.6%	2.7%
2004	4.1%	2.1%	2.2%	0.0%	2.5%
2005	5.2%	1.3%	1.7%	0.0%	2.2%
2006	6.4%	3.3%	0.4%	1.6%	3.2%
2007	4.9%	1.2%	0.5%	0.0%	1.9%
2008	6.7%	2.9%	0.4%	0.0%	3.0%

^{*} Efforts to obtain vacancy data for 2009 produced anomalous and internally inconsistent results, which appear to reflect patterns of seasonal changes that vary widely among different marinas.



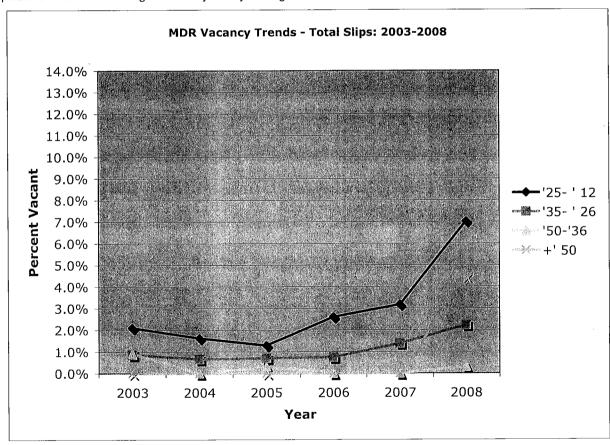
Adjacency Affected Slips - Vacancy Trends

Number of Slips:

1,786

Slip Size Number of Slips	12' - 25' 603	26' - 35' 811	36'-50' 327	<u>50' +</u> 45	<u>Total</u> 1,786
	<u> 12' - 25'</u>	<u> 26' - 35'</u>	<u>36'-50'</u>	<u> 50' +</u>	<u>Total</u>
2003	2.1%	0.9%	0.9%	0.0%	1.3%
2004	1.6%	0.7%	0.0%	0.0%	0.8%
2005	1.3%	0.7%	0.3%	0.0%	0.8%
2006	2.6%	0.7%	0.0%	0.0%	1.2%
2007	3.2%	1.4%	0.0%	0.0%	1.7%
2008	7.0%	2.2%	0.3%	4.4%	3.5%

^{*} Efforts to obtain vacancy data for 2009 produced anomalous and internally inconsistent results, which appear to reflect patterns of seasonal changes that vary widely among different marinas.



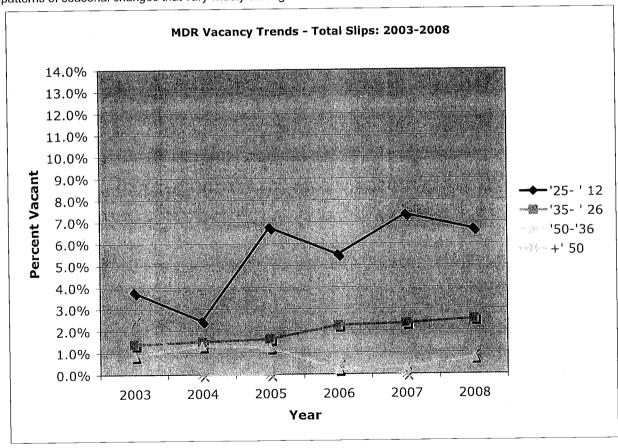
All Slips - Vacancy Trends

Number of Slips:

4,228

Slip Size Number of Slips	<u>12' - 25'</u> 1,215	26' - 35' 1,899	36'-50' 920	50' + 194	<u>Total</u> 4,228
	12' - 2 <u>5'</u>	<u> 26' - 35'</u>	<u> 36'-50'</u>	<u>50' +</u>	<u>Total</u>
2003	3.8%	1.4%	0.9%	2.6%	2.0%
2004	2.5%	1.5%	1.3%	0.0%	1.7%
2005	6.7%	1.6%	1.2%	0.0%	2.9%
2006	5.5%	2.2%	0.2%	0.5%	2.7%
2007	7.3%	2.3%	0.3%	0.0%	3.2%
2008	6.7%	2.5%	0.8%	1.0%	3.3%

^{*} Efforts to obtain vacancy data for 2009 produced anomalous and internally inconsistent results, which appear to reflect patterns of seasonal changes that vary widely among different marinas.



Independently Priced Slips

Parcel:

7 - Tahiti Marina

Number of Slips:

Slip Size	<u> 12' - 25'</u>	<u> 26' - 35'</u>	<u> 36'-50'</u>	<u>50' +</u>	<u>Total</u>
Number of Slips	0	132	61	21	214
Year		0.8%	0.0%	0.0%	
2003		0.8%	0.0%	4.8%	
2004		0.0%	0.0%	0.0%	
2005		0.0%	0.0%	0.0%	
2006		0.0%	0.0%	0.0%	
2007		0.0%	0.0%	0.0%	
2008		1.5%	0.0%	0.0%	
2009*		3.0%	0.0%	14.3%	

^{* 2009} data points are from February 2009 while all other data points are from July of the corresponding year. As a result, it is possible that seasonal vacancy changes may skew the trend results.



Parcel:

8 - Bay Club

Number of Slips:

Slip Size	<u> 12' - 25'</u>	<u> 26' - 35'</u>	<u>36'-50'</u>	<u>50' +</u>	<u>Total</u>
Number of Slips	0	170	61	0	231
<u>Year</u>		1.8%	0.0%		
2003		0.0%	1.6%		
2004		0.6%	0.0%		
2005		0.0%	0.0%		
2006		0.0%	0.0%		
2007		0.0%	0.0%		
2008		0.0%	0.0%		
2009*		5.9%	1.6%		

^{* 2009} data points are from February 2009 while all other data points are from July of the corresponding year. As a result, it is possible that seasonal vacancy changes may skew the trend results.



Parcel:

10-Neptune

Number of Slips:

Slip Size Number of Slips	<u>12' - 25'</u> 14	26' - 35' 150	<u>36'-50'</u> 20	50' + 0	<u>Total</u> 184
Year		100	20	· ·	
2003	0.0%	0.0%	0.0%		
2004	0.0%	1.3%	0.0%		
2005	0.0%	0.0%	0.0%		
2006	7.1%	4.0%	5.0%		
2007	0.0%	0.7%	0.0%		
2008	0.0%	1.3%	0.0%		
2009*	7.1%	0.7%	20.0%		

^{* 2009} data points are from February 2009 while all other data points are from July of the corresponding year. As a result, it is possible that seasonal vacancy changes may skew the trend results.



Parcel:

13 - Villa del Mar

Number of Slips:

Slip Size	<u> 12' - 25'</u>	<u> 26' - 35'</u>	<u>36'-50'</u>	<u>50' +</u>	<u>Total</u>
Number of Slips	0	33	145	8	186
<u>Year</u>					
2003		0.0%	0.0%	0.0%	
2004		6.1%	0.0%	0.0%	
2005		0.0%	0.0%	0.0%	
2006		0.0%	0.0%	0.0%	
2007		0.0%	0.0%	0.0%	
2008		0.0%	0.0%	0.0%	
2009*		3.0%	0.7%	12.5%	

^{* 2009} data points are from February 2009 while all other data points are from July of the corresponding year. As a result, it is possible that seasonal vacancy changes may skew the trend results.



Parcel:

15 - Bar Harbor / Espirit 2

Number of Slips:

<u>Slip Size</u> Number of Slips	12' - 25' 98	26' - 35' 65	36'-50' 52	50' + 0	<u>Total</u> 215
<u>Year</u>					
2003	4,1%	0.0%	0.0%		
2004	0.0%	1.5%	1.9%		
2005	2.0%	0.0%	0.0%		
2006	1.0%	0.0%	0.0%		
2007	33.7%	30.8%	0.0%		*Vacancy increasing as docks to be demolished.
2008	0.0%	0.0%	7.7%		
2009*	N/A	N/A	N/A		*Currently under construction

^{* 2009} data points are from February 2009 while all other data points are from July of the corresponding year. As a result, it is possible that seasonal vacancy changes may skew the trend results.



APPENDIX C - MDR VACANCY

MDR Vacancy Data

Parcel:

18 - Dolphin Marina

Number of Slips:

Slip Size Number of Slips	<u>12' - 25'</u> 200	26' - 35' 107	36'-50' 83	<u>50' +</u> 34	<u>Total</u> 424
Year					
2003	3.0%	1.9%	4.8%	0.0%	
2004	3.5%	3.7%	9.6%	0.0%	
2005	1.0%	0.9%	0.0%	0.0%	
2006	3.0%	0.9%	0.0%	2.9%	
2007	3.0%	0.9%	0.0%	0.0%	
2008	1.0%	3.7%	0.0%	0.0%	
2009*	0.0%	0.0%	0.0%	0.0%	

^{* 2009} data points are from February 2009 while all other data points are from July of the corresponding year. As a result, it is possible that seasonal vacancy changes may skew the trend results.



APPENDIX C - MDR VACANCY

MDR Vacancy Data

Parcel:

20 - Panay Way / Tradewinds Marina

Number of Slips:

<u>Slip Size</u> Number of Slips	12' - 25' 55	26' - 35' 75	36'-50' 19	50' + 0	<u>Total</u> 149
Year 2003 2004 2005 2006 2007 2008 2009*	20.4% 9.3% 20.4% 16.7% 1.9% 0.0%	9.6% 9.6% 6.8% 31.5% 4.1% 2.7% 0.0%	0.0% 11.1% 38.9% 0.0% 0.0% 0.0%		*Reconfiguration completed changing total slips from 145 to 149.

^{* 2009} data points are from February 2009 while all other data points are from July of the corresponding year. As a result, i is possible that seasonal vacancy changes may skew the trend results.



Parcel:

21 - Holiday Harbor

Number of Slips:

Slip Size	<u> 12' - 25'</u>	<u> 26' - 35'</u>	<u>36'-50'</u>	<u>50' +</u>	<u>Total</u>
Number of Slips	122	50	11	0	183
<u>Year</u>					
2003	9.0%	0.0%	0.0%		
2004	6.6%	10.0%	0.0%		
2005	8.2%	8.0%	0.0%		
2006	11.5%	2.0%	0.0%		
2007	13.9%	6.0%	0.0%		
2008	25.4%	8.0%	0.0%		
2009*	0.0%	0.0%	0.0%		

^{* 2009} data points are from February 2009 while all other data points are from July of the corresponding year. As a result, it is possible that seasonal vacancy changes may skew the trend results.



Parcel:

28 - Mariner's Bay

Number of Slips:

Slip Size	<u>12' - 25'</u>	<u>26' - 35'</u>	<u>36'-50'</u>	<u>50' +</u>	<u>Total</u>
Number of Slips	0	267	102	0	369
<u>Year</u>					
2003		3.4%	0.0%		
2004		0.0%	1.0%		
2005		1.1%	2.0%		
2006		1.1%	1.0%		
2007		1.9%	2.9%		
2008		6.0%	2.0%		
2009*		13.1%	0.0%		

^{* 2009} data points are from February 2009 while all other data points are from July of the corresponding year. As a result, it is possible that seasonal vacancy changes may skew the trend results.



APPENDIX C - MDR VACANCY

MDR Vacancy Data

Parcel:

111 - Marina Harbor

Number of Slips:

Slip Size	<u>12' - 25'</u>	<u>26' - 35'</u>	<u>36'-50'</u> 17	<u>50' +</u> 46	<u>Total</u> 112
Number of Slips	21	28	17	40	112
<u>Year</u>					
2003	4.8%	0.0%	0.0%	8.7%	
2004	0.0%	3.6%	0.0%	0.0%	
2005	4.8%	42.9%	5.9%	0.0%	
2006	4.8%	3.6%	0.0%	0.0%	*Reconfiguration completed changing total slips from 248 to 112.
2007	0.0%	0.0%	0.0%	0.0%	
2008	12.7%	0.0%	0.0%	0.0%	
2009*	2.4%	0.0%	2.6%	9.3%	

^{* 2009} data points are from February 2009 while all other data points are from July of the corresponding year. As a result, it is possible that seasonal vacancy changes may skew the trend results.



APPENDIX C - MDR VACANCY

MDR Vacancy Data

Parcel:

112 - Marina Harbor

Number of Slips:

<u>Slip Size</u> Number of Slips	12' - 25' 102	<u>26' - 35'</u> 11	<u>36'-50'</u> 22	50' + 40	<u>Total</u> 175
<u>Year</u>				·	
2003	n/a	n/a	n/a	n/a	*Majority of slips vacated for redevelopment, not included in summary data
2004	0.0%	0.0%	0.0%	0.0%	*Reconfiguration completed changing total slips from 315 to 175.
2005	47.1%	0.0%	0.0%	0.0%	
2006	18.6%	9.1%	0.0%	0.0%	
2007	12.7%	0.0%	0.0%	0.0%	
2008	2.9%	0.0%	0.0%	0.0%	
2009*	2.4%	0.0%	2.6%	9.3%	

^{* 2009} data points are from February 2009 while all other data points are from July of the corresponding year. As a result, it is possible that seasonal vacancy changes may skew the trend results.



Adjacency Affected Slips

Parcel:

41 - Catalina Yacht Anchorage

Number of Slips:

Slip Size Number of Slips	<u>12' - 25'</u> 101	26' - 35' 46	<u>36'-50'</u> 1	50' + 0	<u>Total</u> 148
<u>Year</u>					
2003	2.0%	2.2%	0.0%		
2004	2.0%	2.2%	0.0%		
2005	2.0%	6.5%	100.0%		
2006	0.0%	0.0%	0.0%		
2007	0.0%	0.0%	0.0%		
2008	0.0%	0.0%	0.0%		
2009*					

^{* 2009} data was not collected for adjacency affected marinas because study was focused on independent pricing trends



MDR Vacancy Data

Parcel:

42/43 - MDR Hotel

Number of Slips:

Slip Size Number of Slips	<u>12' - 25'</u> 107	26' - 35' 192	36'-50' 50	50'+ 0	<u>Total</u> 349
<u>Year</u>					
2003	7.5%	0.5%	0.0%		
2004	1.9%	1.0%	0.0%		
2005	1.9%	0.0%	0.0%		
2006	5.6%	0.0%	0.0%		
2007	0.0%	0.0%	0.0%		
2008	6.5%	1.6%	0.0%		
2009*					

^{* 2009} data was not collected for adjacency affected marinas because study was focused on independent pricing trends



MDR Vacancy Data

Parcel:

44 - Pier 44

Number of Slips:

Slip Size Number of Slips	<u>12' - 25'</u> 147	26' - 35' 84	36'-50'	<u>50' +</u> 0	<u>Total</u> 232
Year	• • • •	0.	·	· ·	202
2003	1.8%	0.0%	0.0%		
2004	1.1%	0.0%	0.0%		
2005	2.6%	0.0%	0.0%		
2006	6.6%	0.0%	0.0%		
2007	11.0%	2.6%	0.0%		
2008	15.4%	0.0%	0.0%		
2009*					

^{* 2009} data was not collected for adjacency affected marinas because study was focused on independent pricing trends



MDR Vacancy Data

Parcel:

45/47 - SMYC

Number of Slips:

<u>Slip Size</u> Number of Slips	<u>12' - 25'</u> 178	<u>26' - 35'</u> 146	<u>36'-50'</u> 8	<u>50' +</u> 0	<u>Total</u> 332
Year	1,0	.,0	Ū		554
2003	0.0%	0.0%	0.0%		
2004	1.8%	0.9%	0.0%		
2005	0.0%	1.8%	0.0%		
2006	0.0%	2.8%	0.0%		
2007	0.0%	2.8%	0.0%		
2008	7.1%	2.8%	0.0%		
2009*					

^{* 2009} data was not collected for adjacency affected marinas because study was focused on independent pricing trends



MDR Vacancy Data

Parcel:

53 - Yamaha

Number of Slips:

Slip Size Number of Slips	<u>12' - 25'</u> 32	26' - 35' 62	36'-50' 9	<u>50' +</u> 0	<u>Total</u> 103
Year	32	02	3	U	100
2003	0.0%	0.0%	0.0%		
2004	3.1%	1.6%	0.0%		
2005	0.0%	0.0%	0.0%		
2006	0.0%	3.2%	0.0%		
2007	0.0%	0.0%	0.0%		
2008	0.0%	0.0%	0.0%		
2009*					

^{* 2009} data was not collected for adjacency affected marinas because study was focused on independent pricing trends



MDR Vacancy Data

Parcel:

54 - Windward Yacht Club

Number of Slips:

Slip Size	<u> 12' - 25'</u>	<u> 26' - 35'</u>	<u>36'-50'</u>	<u>50' +</u>	<u>Total</u>
Number of Slips	0	4	35	14	53
<u>Year</u>					
2003		0.0%	2.9%	0.0%	
2004		0.0%	0.0%	0.0%	
2005		0.0%	0.0%	0.0%	
2006		0.0%	0.0%	0.0%	
2007		0.0%	0.0%	0.0%	
2008		0.0%	0.0%	7.1%	
2009*					

^{* 2009} data was not collected for adjacency affected marinas because study was focused on independent pricing trends



MDR Vacancy Data

Parcel:

125 - Marina City

Number of Slips:

<u>Slip Size</u> Number of Slips	12' - 25' 13	26' - 35' 205	36'-50' 80	<u>50' +</u> 18	<u>Total</u> 316
<u>Year</u>					
2003	0.0%	1.0%	0.0%	0.0%	
2004	0.0%	0.0%	0.0%	0.0%	
2005	0.0%	0.0%	0.0%	0.0%	
2006	0.0%	0.0%	0.0%	0.0%	
2007	23.1%	2.4%	0.0%	0.0%	
2008	0.0%	5.4%	1.3%	5.6%	
2009*					

^{* 2009} data was not collected for adjacency affected marinas because study was focused on independent pricing trends



MDR Vacancy Data

Parcel:

132 - California Yacht Club

Number of Slips:

Slip Size Number of Slips	<u>12' - 25'</u> 25	26' - 35'	<u>36'-50'</u> 143	<u>50' +</u> 13	<u>Total</u> 253
·	20	. 12	140	10	200
<u>Year</u>	0.0%	4.2%	1.4%	0.0%	
2003					
2004	0.0%	0.0%	0.0%	0.0%	
2005	0.0%	0.0%	0.0%	0.0%	
2006	0.0%	0.0%	0.0%	0.0%	
2007	0.0%	0.0%	0.0%	0.0%	
2008	0.0%	0.0%	0.0%	0.0%	
2009*					

^{* 2009} data was not collected for adjacency affected marinas because study was focused on independent pricing trends



MDR Vacancy Data

** Due to the fact that the recently completed Parcel 12 has still not achieved stabilized pricing (vacancy is currently over 60%), it is not

Parcel:

12 - Esprit 1

included as a part of the summary data tables.

Number of Slips:

Slip Size Number of Slips	12' - 25' 0	26' - 35' 30	<u>36'-50'</u> 111	<u>50' +</u> 75	<u>Total</u> 216
Year	Ū	00	.,,	, ,	210
2003					
2004					
2005					
2006					
2007					
2008					
2009*					

^{* 2009} data was not collected for adjacency affected marinas because study was focused on independent pricing trends







Santos H. Kreimann

Director

Kerry Silverstrom Chief Deputy

April 2, 2009

TO:

Small Craft Harbor Commission

FROM:

Kerry Silversfrom for Santos H. Kreimann, Director

SUBJECT: AGENDA ITEM 5a - ELECTION OF COMMISSION OFFICERS

The election of Commission Officers is included as Item 5a on your agenda. Pursuant to Chapter III, Section 8 of the Small Craft Harbor Commission Rules, election of the Chairman and the Vice-Chairman should have occurred in January 2009, the officers to serve until the next election at the following January's regular meeting. Unfortunately, we neglected to have the election conducted following our cancellation of the January 2009 meeting and are, therefore, recommending the election of these officers now.

SHK:PW:ks





Santos H. Kreimann

Director

Kerry Silverstrom Chief Deputy

April 2, 2009

TO:

Small Craft Harbor Commission

FROM:

Kerry Silvershow for Santos H. Kreimann, Director

Subject:

AGENDA ITEM 5b - OXFORD RETENTION BASIN

FLOOD PROTECTION MULTIUSE ENHANCEMENT PROJECT

Item 5b on your agenda is a presentation by the Department of Public Works about its Oxford Retention Basin Flood Protection Multiuse Enhancement Project. Mr. Greg Jaquez, Civil Engineer with the Watershed Management Division of the Department of Public Works, will be making the presentation and will address any questions or comments you may have at that time.

SHK:ks



April 2, 2009



Santos H. Kreimann

Director

Kerry Silverstrom Chief Deputy

TO:

Small Craft Harbor Commission

FROM:

Kelly Silverston for Santos H.\Kreimann, Director

SUBJECT: ITEM 6a - ONGOING ACTIVITIES REPORT

BOARD ACTIONS ON ITEMS RELATING TO MARINA DEL REY

At its March 24, 2009 meeting, the Board of Supervisors approved a lease amendment allowing additional time for the Esprit II project (585 residential units, including 47 very low income senior units, and a 225-slip marina) to be constructed on Parcel 15 (formerly Bar Harbor) in consideration of, notably, the lessee's payment of \$1,000,000, to be paid in four equal annual installments of \$250,000 each; an increase in the monthly minimum rent from \$34,606 to \$52,500; termination of both the abatement of monthly minimum rent during the construction period and the deferral of percentage rent; and elimination of the possible earnback of up to 50% of the extension fee.

At its March 17 meeting, the Board adopted a resolution approving the Department's submittal of an application to the State Department of Boating and Waterways for a \$4.6 million grant for its public launch ramp improvement project. The project includes replacing the boarding floats and guide piles; adding a staging dock with guide piles; adding an Americans With Disabilities Act (ADA) accessible gangway; widening the entrance driveway; repaving and marking the parking lot and the access way; and additional miscellaneous items, such as replacing the chain link fencing and improving the drainage.

REGIONAL PLANNING COMMISSION'S CALENDAR

There are no Marina del Rey matters scheduled for consideration by the Regional Planning Commission.

DREDGING UPDATE

The U.S. Army Corps of Engineers (Corps) has ended its project to dredge the Marina channel's south entrance, and the temporary sand separation plant should be completely removed from Dockweiler Beach by the end of April. The Corps had originally hoped to remove 68,000 cubic yards (52,000 cubic meters) of sediment from the south entrance area, but ultimately was able only to dredge a small fraction of that amount (total amount still to be determined) due to the time and money spent in refining the sand separation process and testing the cleaned sand to determine suitability for beach placement. Although a lesser amount was dredged than anticipated, the project is being considered successful, because permission was granted to place the cleaned sand in an upper beach area of Dockweiler, as well as because valuable lessons were learned for use of the sand separation technology in connection with future dredging projects throughout the nation. The County is currently undertaking efforts to obtain further federal funding to continue south entrance dredging as early as next year.

VENICE PUMPING PLANT DUAL FORCE MAIN PROJECT UPDATE

The traffic study being prepared by the City is expected to be completed in mid April instead of early April. The City will, thereafter, determine whether the traffic section of the Environmental Impact Report (EIR) for the dual force main project will need to be revised. If revisions are required, the EIR will be recirculated.

REDEVELOPMENT PROJECT STATUS REPORT

The updated Marina del Rey Redevelopment Projects Descriptions and Status of Regulatory/Proprietary Approvals report is attached.

UNLAWFUL DETAINER ACTIONS

For the month of March, there were no reported unlawful detainers.

DESIGN CONTROL BOARD MINUTES

The minutes from the January 2009 Design Control Board meeting are attached.

SHK:ks Attachments





Santos H. Kreimann

Director

Kerry Silverstrom

Chief Deputy

MINUTES OF MARINA DEL REY DESIGN CONTROL BOARD

January 15, 2009 2:00 p.m.

Department of Beaches and Harbors
Burton Chace Park
Community Building – 13650 Mindanao Way
Marina del Rey, CA 90292

Members Present:

Susan Cloke, Chair, First District

Peter Phinney, A.I.A., Vice-Chair, Fourth District

David Abelar, Second District Tony Wong, P.E., Fifth District

Absent Member:

Simon Pastucha, Third District

Department Staff Present:

Santos H. Kreimann, Acting Director

Charlotte Miyamoto, Planning Division Chief

Ismael Lopez, Planner Teresa Young, Sccretary

County Staff Present:

Tom Faughnan, Principal Deputy County Counsel

Michael Tripp, Department of Regional Planning

Guests Testifying:

Steve Montagino, Los Angeles County Fire Department Thom Dutton, Los Angeles County Fire Department

Joseph Graham, Los Angeles County Fire Department

Renolds B. Cairncross, Los Angeles County Fire Department

Jennifer Carter, Esprit I

Thomas W. Henry, Pacifica Hotel Company

Victoria Pakshong, Place Landscape

Michael Brown, Kollin Altomare Architects Tim Riley, Marina del Rey Lessecs Association Dan Gottlieb, Marina Strand Colony II Resident Marina del Rey Design Control Board January 15, 2009 Page 2

1. <u>Call to Order, Action on Absences and Pledge of Allegiance</u>

Ms. Cloke called the meeting to order at 2:15 p.m. and led the Pledge of Allegiance

Mr. Phinney (Abelar) moved to excuse Mr. Pastucha from the January 15, 2009 meeting {Unanimous consent}

2. Approval of Minutes

December 18, 2008 minutes approved out of order with the following changes:

Changes shown in bold, underlined

• Page 5, second paragraph now reads:

"Ms. Cloke said the Guidelines still had language inconsistencies and asked that these be corrected. She also asked that the Guidelines include a complete tree and street identity index. That pump-out stations be called out."

Mr. Phinney (Abelar) moved to approve the December 18, 2008 minutes as modified {Unanimous consent}

3. Design Control Board Reviews

None

4. Consent Agenda

None

5. Old Business (Item 5 taken out of Agenda order)

A. Parcel 129 - LACO Fire Station #110 - DCB #09-001

Consideration of a new storage shed

Ms. Miyamoto gave the project overview.

Public Comment

None

Ms. Cloke (Phinney) moved to approve DCB #09-001 as submitted {Unanimous consent}

6. New Business (Item 6A taken out of Agenda order)

A. Parcel 12 - Esprit I - DCB #08-017-B

Further consideration of new directional and apartment building signage

Ms. Carter gave the project overview

Ms. Cloke asked Ms. Carter to show the location of each sign on the Exhibit A site plan

Ms. Carter presented each sign in the DCB submittal and identified the location of each

Ms. Cloke asked if the Marina Facility buildings had public restrooms

Ms. Carter replied that restrooms were available only for boaters. She also added that their proposal for a mole road sign will be contingent on the Department's mole road sign report to be presented in the future to the DCB

Public Comment

None

Board Comment

Mr. Kreimann noted that signs C1 through C5 needed to have consistent wording with all signs depicting either the "Resident Parking #" or "Resident # Parking" format

Ms. Cloke agreed with Mr. Kreimann and stated that the resident parking number could be placed before or after the word "Parking" for consistency purposes

Mr. Phinney suggested placing the dock and slip numbers along the facility building entrances for signs F1, F2 and F3

Ms. Cloke (Phinney) moved to approve DCB #08-017-B with the following conditions: {Unanimous consent}

- 1. Sign C (directional parking signs)
 - C1 "RESIDENT 1 PARKING"
 - C2 "RESIDENT 1-2 PARKING"
 - C3 "RESIDENT 2 PARKING"
 - C4 "RESIDENT 3-4-5 PARKING"
- 2. Sign F (marina facility door signage) all centered
 - F1 "ESPRIT" over "MARINA ONE" centered
 - F2 "ESPRIT" over "DOCKMASTER" over "OFFICE" over hours of operation
 - F3 "ESPRIT" over "MARINA THREE" centered

Ms. Carter noted that Signs C1 through C4 could also have the number after "Parking"

Ms. Cloke disagreed and noted the format should be "Resident # Parking"

B. Parcel 145 - Marina International Hotel - DCB #08-018

Further consideration of hotel building renovations

Marina del Rey Design Control Board January 15, 2009 Page 4

Mr. Henry gave the project overview

Ms. Pakshong noted the landscape improvements from the previous design

Mr. Henry added they had investigated an alternate design option which would also be presented. He noted the proposed design addressed concerns raised during the previous meeting

Mr. Brown stated the alternate design option (Option 2) included revisions that addressed concerns raised during the December 22, 2008 pre-submittal meeting, which consisted of mid-century modern architecture with improved color accents and materials

Public Comment

None

Board Comment

Ms. Cloke noted the project would be considered for approval in concept with specific materials, landscape, signage and lighting to return at a later date

Mr. Abelar (Wong) moved to approve DCB #08-018 "Option 2" in concept with the condition that the Applicant submit to the Department of Regional Planning for approval and return to the DCB post-entitlement with details on final colors, materials, landscape, signage and lighting {Unanimous consent}

7. Staff Reports

Ms. Miyamoto provided a summary of the Ongoing Activities Report including that the County is still awaiting formal delivery of the October 16, 2008 Coastal Commission Periodic Review recommendations and about the progress of the working groups

Ms. Cloke asked for clarification on why the working groups were asked not to video tape the public meetings

Mr. Tripp noted that Gina Natoli with the Department of Regional who organized the working groups, informed the members they could vote on whether they preferred to video tape the meetings. The group voted not to record them as some members felt uncomfortable. The video taping of the meeting nevertheless continued

Ms. Cloke asked Mr. Faughnan for further clarification

Mr. Faughnan stated the work group meetings were not Brown Act meetings and they could vote on the issue of video taping. He added that provisions of the Brown Act allow meetings to be video taped so long as they are not disruptive

Mr. Tripp said he would convey the information to his Department

Marina del Rey Design Control Board January 15, 2009 Page 5

Public Comment

Mr. Riley commented that the working group had indeed voted against the recording of the meetings

Ms. Miyamoto provided a summary of the report on the Special Events in the Marina and on the Beaches

Ms. Miyamoto provided a summary of the DCB meeting dates proposed for 2009

Mr. Riley asked for the Board to reconsider the former DCB schedule on the 3rd Thursday of each month, not the 4th Thursday as currently proposed

Ms. Cloke noted the change was required due to room availability issues and to allow for ample time to review projects prior the DCB meetings

Mr. Wong (Phinney) moved to accept the proposed DCB schedule for 2009. {Unanimous consent}

8. Comments from the Public

Mr. Gottlieb commented on MdR redevelopment projects, The Shores EIR, and quality of life for County and residents of unincorporated areas

9. Adjournment

Mr. Abelar (Wong) moved to adjourn the Design Control Board meeting at 4:58 p.m.

Respectfully submitted,

Teresa Young

Secretary for the Design Control Board

Marina del Rey Radevelopment Projects Descriptions and Status of Regulatory/Proprietary Approvals As of April 2, 2009

				I	1			Т	;					T				
					:	12 14S				8 9 We		6 7	Ha -			2 44	1 42	Map Key
 Administration Building/ Dept. of Beaches and Harbors (Atternate sites being considered) 	21 - Huliday Harbor Courss Goldrich & Kest Industries	IR Marriott Residence hun/ Pacifica Hotels	27 Jamaica Bay [nn/ Pacifica Hotels	33/NR The Waterfront	OT Admirally Courts/ Goldrich & Kest Industries	145 - Marina International Hotel/ Pacifica Hotels	95/LLS Marina West Shopping Center! Gold Cuast	Del Rey Shores	10:FF Neptune Marine/ Legacy Farthers	9 Woodfin Suite Hotel and Vacation Ownership/ Woodfin Hotels	8 Bay Club / Decron Properties	Tahiti Marina	l – Marina del Rey Landing/ Harbor Real Estato	Child Coast	52/GG - Boat Central/ Pacific Marina Development	44 - Pier 44	42/43 — Marina del Rey Hotel/ Pacifica flotels	Parcel No Project Name/Lessee
N/A	Sherman Gardner	Date Marquis/ Mike Barnard	Date Marquis/ Mike Barnard	Ed Czuker/Derek Jones	Jone Goldrich/ Shennan Gardner	Dale Marquis/ Mike Barnard	Michael Pashaie/ David Taban	David Levine	Sean McEacharn	Jack files	David Nagel	Kamran Hakim	Greg Schom	Michael Pijshaic/ David Taban	Jeff Pence	Michael Pashaie/ David Taban	Date Marquis/ Mike Barnard	Lessee Name/ Representative
* 26,000 square-foot County administration building	Ehase I. * S-story, 29,300 squares food mixed-use hariding (beath cilab, yach) * S-story, 29,300 squares food * 20,300 marine * 20,300 marine * 20,500 mar	* Kuphacement of public parking both on and off site * Marina Reach Promounde * Marina Reach Promounde	4 69 additional hotel rooms Renovate bulance of property Marina Beach Promenade	*20.4 pannents *2.4.00 square-fixed treatmanat/ctuil space *Routhp bisservation desk *Replacement public parking both on and off site	* 114-uit source retirement facility * 5.000 square foct of rotain speace * Replacement public patching both on and off site * behild accessway from Washington to Admiralty * behild accessway from Washington to Admiralty	* Complete renovation	* 72-ant operment complex * 0,000 square-foot restaurant * 22,400 square-foot communical space * Gateway parkette on Parcel LLS	* 344-mit apartment complex * 10 new public parking spaces	** 250 systematris ** 161-alip marine ** 7 and ties ** 18 foo-wide waterfront promeinde ** 28 foo-wide waterfront promeinde ** Replacement of public parking both on and off site	* 19 story, 288 room hotel (152 hotel rooms and 136 timestane suites) 4 solory, 312-stall purking structure 4 Naw, public transistant docks * 28 tioo-order waterfront promocuado * Wedland park	Building refurbishment, no new construction Docks will be reconstructed	Building refurbishment and relocating landside boating facilities Docks will be reconstructed	New fuel dock facility with high-speed pumps and automatic paymer 3.3100 oquate-foot dock mart and restrooms New marina with 10 slips and transient bertis Public pronounate and public view decks	* 152-room totel * 65,700 square foot estimanti/retail space * 30-slip new marina * 28 foot-wide waterfront promounde	* 367-vessel dry stack storage facility * 30-vessel must up storage space * Sheriff boatwright facility	Build 5 new visitur serving commercial and dry storage buildings \$91,000 s.f. visitor serving commercial space \$1,000 s.f. visitor serving commercial space \$1,43 slips = 5 and this and 234 dry storage spaces.	* Complete renovation and dock replacement	Redevelopment Proposed
Massing: - One 50 tall building consisting of 2 floors office space over 3 parking levels. Parking: - All parking required of the project to be located on site	Massing - One 50 full commercial building with view corridor Publishy - All priching compred of the project to be incented on site, including 94 replacement spaces from OT and Pancel 20 buster partiting	Messing. Two local buildings above parking, 45 tall, with view contribut. Parking. 197 public suffixing sparses to ensuite on site, 20 or 39 public parking spaces to be replaced off site depositing on intersocion project.	Massing - 4 story, 45 talt, hotel expansion with view corridor Parking - All parking required of the project to be located on site	Massing — Three 5-story unixed use residential/recal buildings (two 44' tall and one 61' tall) with view corridor: Parking — All exquired project purking to be incated on site; 69 public parking spaces to be replaced on site.	Massing — One 5-story residential (ention) building over ground-floor result and purking, 65° tall. Parking — All required project parking to be located on site; 92 public parking spaces to remain on site, 94 public parking spaces to be replaced off site near Marina Beach.	No changes	Massing One 42 ful rotal building, three 69' tull mixed-use residential/retail buildings and parketil@rotabry - Term Sheet approved by FASS October 2007. Parking - All parking captired of the project to be located on site Nevember 2006 Nevember 2006	Massing — All pathing required of the project to be located on site plus 10 public beach parking apaces	Massing - Four 55 tall dustored 4-story residential buildings over parking with view corridor. Parking 103 public parking spaces to be replaced off site) Massing 19-stary limit with 5-stary parking structure, 225° tall, on northern half of pared with shew consider and wetland hank on members stall. For the consideration of the project to the located on site Parking All parking required of the project to the located on site.	No changes	Parking - Possible slight reduction of parking due to relocation of landside boating facilities. Impact is currently unknown.	an/Massing. — Issury structure on the dock and on Indektste, each 19 tail. Parking. — All parking required of the project to be located on site.		Massing — 70° high bost storage building purtially over water and parking with view corridor. Parking — All parking required of the project to be located on airs, public packing to be replaced on Parcel 56	Mussing — Fear new Vishtor-serving count netful buildings, maximum 50 tail and one day snek sourage building 453° tail. 771.5 literal fear wive consider perspecta (2597) required). Puriting — 381 in quiet parking spaces will be provided with shared parking agreement (402 parking spaces are required).	No changes	Massing and Parking
Proprietory - Lease documents in process with Percel 20 lessee for parcel reversion Regulatory DCB agonán May 2006 and November 2006; DCB workshop heid January 2007	Effixed L. Classe documents approved by BOS July 2008 Proprietary – Loase documents approved by BOS July 2008 Regulatory – DCB conceptual approved obtained August 2005; Regional Planning application (fundside) filed September 2006 Plane 2 (Parcycl C) DCB huming March and April 2006, hem continued	Proprietary – Lanse documents approved by BDS Gq 2006 Proprietary – DCB approved in concept February 2006; Regional Planning application in preparation	Promicing: Leas documents approved by HGS May 2006 Promicing: Leas documents approved by HGS May 2006 and final dusign approval August 2008; Regional Planning Regulatory — DER contradal approved Instrumed Condense 2007 and Foundation fined December 2005 and Commission approved August 2007. Plancheck application filed	Massing - Three 5 stroy mixed use residentialized thouldings (two 44" tall and one GI" tall) with view Proprising Lease documents in process and consonic terms being negotiated control or control	Proprietary — Lease documents approved by BOS July 2008. Regulatory — DCB conceptual approval August 2005; Regional Planning application filed May 2006.	Proprietary - Term skeet under negotiation Regulatory DCB initial hearing November 2008; conceptual approval granted January 2009	Heropitabry — Term Sheet approved by MXS October 2007 Regulatory — DCB initial learing May 2006; item then on June, July, and September agenda, conceptual approval granted Nevember 2006	Proprietary - Lease actension Option approved by BOS Documber 2006 Regulatory - Regional Planning approved have 2006; 100 Hard appeal of Jehrany 2006; continued to March 2007 where project was approved. For court order, EIR being redone as to grading on 12/16/08 BOS approved EIR.	Proprietury – Term sheet approved by BOS August 2004; Lease documents approved by BOS August 2008 Regulatory – DCB approval in concept June 2006; Segional Planning application filed November 2006; RP Commission heard the matter on 1093/08 and continued the ion.	ny Tenn Shezi aptroved by 1008 February 2007. 1972 - DCB initial bearing May 2006, Item continued, approved in cancept fane 2006; Regional Planning application filed or 2006; RP Commission heard the matter on 10/29/08 and continued the item.	Proprietury - Term sheet approved by BOS August 2008 Regulationy - DCB custimated from July 2008 and approved concept August 2008. Site Pian Review application filed with DRP on 12/4/08.	eProprietary Term sheet under negotiation Regulatory DCB submitted anticipated for the April 2009 meeting	Proprietry - Lease documents approved by BOS May 2006 Regulatory - LOSE occupant approved by BOS May 2006 Regulatory - DCI: Conceptual approved by BOS DCI DCI B approved final design with conditions August 2008. Regional Pluming Commission approved CDP and CLIP on May 14, 2008. CCC approved valuesable improvements Murch 2008.	Proprictory – Lease documents approved by BOS December 2005 Regulatory – DCB hearing May 2006, item continued, approved in concept July 2006. Regional Planning application filed May 2007	pproved Option March 2007, BOS approved Option May 2007 roting; April meeting cancel led) (BISAPPROVED project.	Proprietary - Tean sheet under negotiation Regulatory - Inflat DCB review during the Outsher 2008 meeting, Item was continued and is pending a second review	Proprietary - Fern sheet under negatiation Regulatory To be determined	
See Item #2 above	LiCP Austadment to transfer parking from OT to 21 CDP for intensite from Regiment Plenning CDP for waterside from Coastal Commission	LCP amendment to rezone site from Parking to Hotel Parking pertuit to allow some replacatoral public parking off site.		LCP amendment to add Mixed Use Overlay Zone, rezone NR to Visitor Serving/Commercial, and Variance for increased height and ordand setrotecks Parking permit to allow some replacement public parking off site.	LCP amendment to create Sanior Retirement Facility Land ties Chaegory and reacone OI as Senior Retirement Facility with Mixed Use Overlay Zone, and framer development principal permit for sealer retirement facility and to allow some replacement public patient, of size.				CPF amendment to allow apartments on Parcel FF, remove clopers Space outgoop, and to marker development potential from other development arms. Parking permit us allow 103 replacement public parking spaces of site. Writings for enhanced sigging and reduced stretiscies.	Timeslare component Wedned				Shared Parking Agreement Variance for reduced settacks	LCP amendment to rezone site to Boat Storage and to transfer Public fracility use to another parcel.	Shared Farking Agreement		Regulatory Matters